

# **SOUTHWEST URBAN TRAILS PLAN**



**JULY, 2000**

**CITY OF PORTLAND**

**OFFICE OF TRANSPORTATION**

**ENGINEERING AND DEVELOPMENT**

# **SOUTHWEST URBAN TRAILS PLAN PROJECT**

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# SOUTHWEST URBAN TRAILS PLAN



## TABLE OF CONTENTS

### CHAPTER 1: INTRODUCTION

|                                       |   |
|---------------------------------------|---|
| Purpose .....                         | 1 |
| Background .....                      | 1 |
| Scope .....                           | 1 |
| Planning Process .....                | 3 |
| Public Involvement and Outreach ..... | 5 |

### CHAPTER 2: EXISTING CONDITIONS

|                       |   |
|-----------------------|---|
| Ownership .....       | 7 |
| Trail Type .....      | 7 |
| Destinations .....    | 8 |
| Transportation .....  | 8 |
| Natural Systems ..... | 8 |

### CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

|                                     |    |
|-------------------------------------|----|
| Urban Trail Routes .....            | 9  |
| Conceptual Routes .....             | 10 |
| Alternate Routes .....              | 10 |
| Future Routes .....                 | 10 |
| Urban Trail Profiles .....          | 11 |
| Trail Development Constraints ..... | 11 |

### CHAPTER 4: PROPOSED IMPROVEMENTS

|                             |    |
|-----------------------------|----|
| Trails .....                | 17 |
| Sidewalks .....             | 17 |
| Stairs .....                | 17 |
| Crossing Improvements ..... | 18 |
| Signage .....               | 18 |
| Bridges .....               | 19 |

### CHAPTER 5: IMPLEMENTATION

|   |    |
|---|----|
| Improvement Costs and Needs .....                             | 20 |
| Construction Responsibilities and Requirements .....          | 21 |
| Potential Funding Sources and Partnership Opportunities ..... | 24 |
| Trail Maintenance and Stewardship .....                       | 28 |

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 6: NEXT STEPS

|   |    |
|---|----|
| Develop Cost Estimates .....                                | 33 |
| Establish Urban Trail Design Standards and Guidelines ..... | 33 |
| Develop Signage Program .....                               | 34 |
| Promote Community Support and Volunteer Opportunities.....  | 35 |

## APPENDICES

### APPENDIX A. SW Plan of Potential Pedestrian Route

### 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 Improvements, Urban Trails 3, 4, 5, 6 & 7   |
| Table 4.1- Proposed Improvements and Implementation Guidelines |

### APPENDIX C. Urban Trail Profiles

### APPENDIX D. Public Open House Questionnaires and Comments

### APPENDIX E. Portland Parks and Recreation Memorandum on Southwest Urban Trails Plan, Proposed Routes to Park Destinations

### APPENDIX F. Southwest Urban Trail Routes and Regional Connections Map

### APPENDIX G. Resolution Adopting the Plan

# SOUTHWEST URBAN TRAILS PLAN

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# SOUTHWEST URBAN TRAILS PLAN

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## CHAPTER 1: INTRODUCTION

# SOUTHWEST URBAN TRAILS PLAN

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# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 1: INTRODUCTION

### **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

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 1: INTRODUCTION

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

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 1: INTRODUCTION

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



# SOUTHWEST URBAN TRAILS PLAN

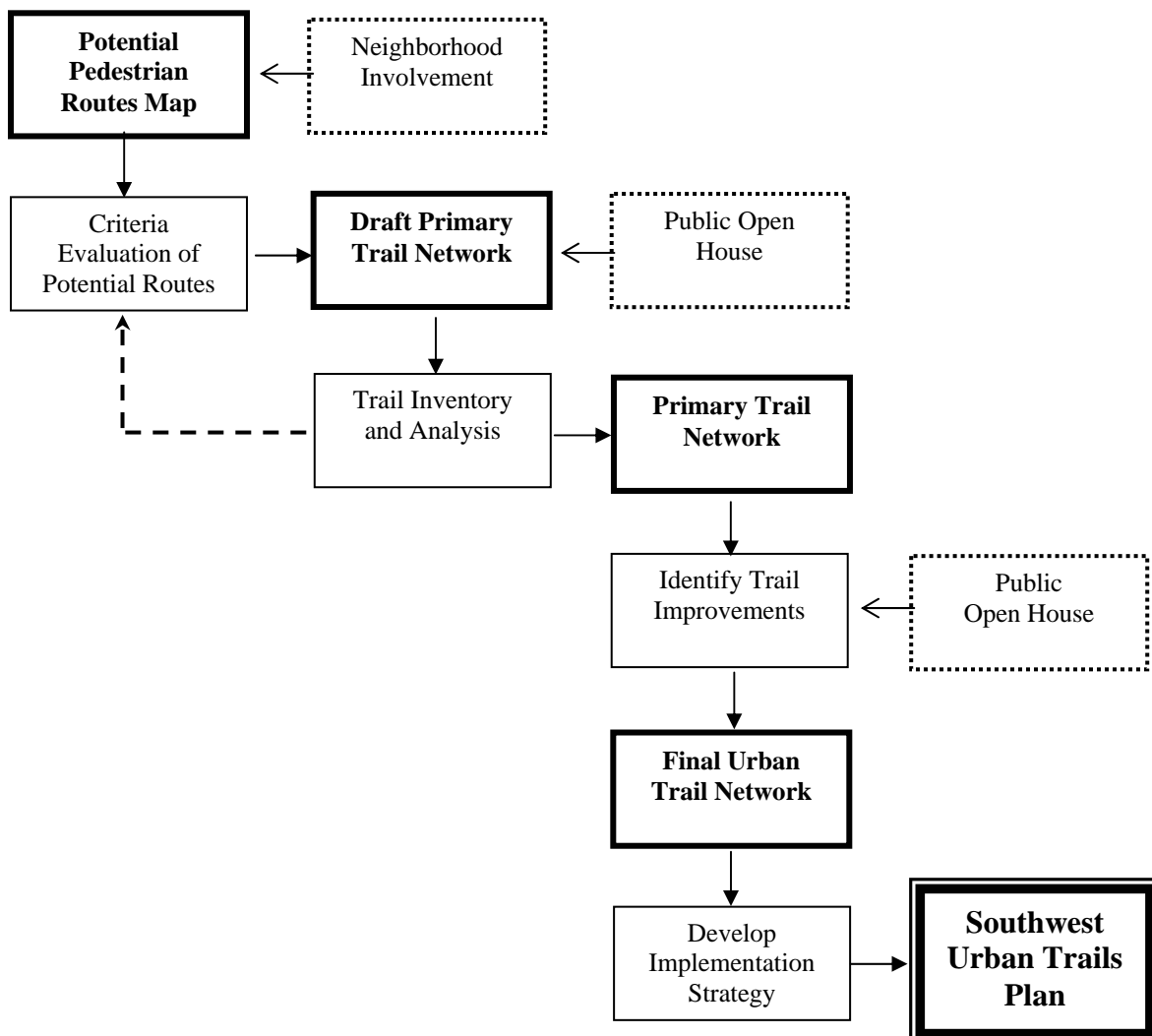


## CHAPTER 1: INTRODUCTION

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



# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 1: INTRODUCTION

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

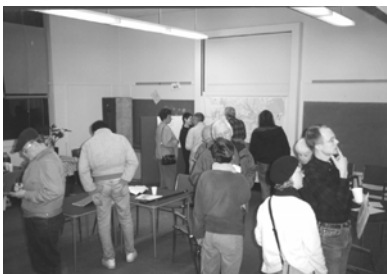
The Southwest Portland community has supported the goal of creating more opportunities for walking in their neighborhoods for a long time. Consequently, development of the Southwest Urban Trails Plan has been well received.

#### 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



# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 1: INTRODUCTION

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 19<sup>th</sup> 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.

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

# SOUTHWEST URBAN TRAILS PLAN

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## CHAPTER 2: EXISTING CONDITIONS



# SOUTHWEST URBAN TRAILS PLAN

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# SOUTHWEST URBAN TRAILS PLAN



## 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.



# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 2: EXISTING CONDITIONS

### 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."



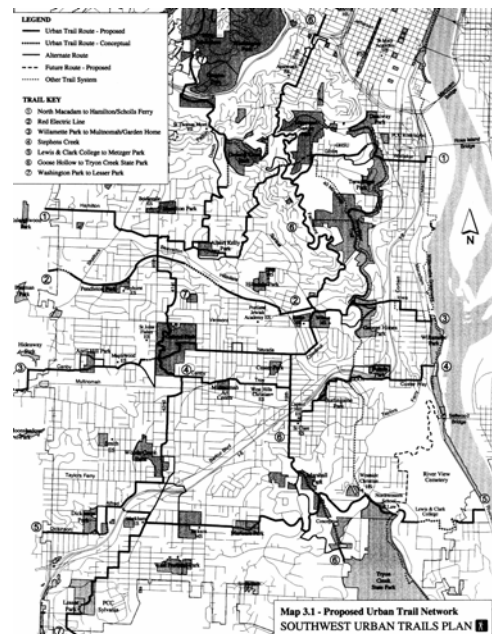
### Transportation

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.

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

# SOUTHWEST URBAN TRAILS PLAN

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# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

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                                |
|       |  |             | <b>41.1 Total</b>       |                                    |



### **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.

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

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.



### **Parks/Natural Areas and Environmentally Sensitive Areas**

Southwest Portland's natural areas and parks enrich the walking experience, but environmental stewardship requires careful trail planning. As Table 3.1 below shows, urban trail routes are proposed through five undeveloped parks, and three routes are proposed through developed parks, but where there are currently no designated trails. Many of these parks have "demand trails," which are trails developed over time by use, but are not planned or designated trails. Often, demand trails traverse steep terrain or cross streams in environmentally sensitive areas. Pedestrian access may be limited due to wet and muddy conditions, and overuse can cause erosion and water quality problems, which contributes to the degradation of natural resource functions and values.

Proposed urban trail connections, whether new or existing demand trails, through undeveloped parks or natural areas will need to be evaluated during a public planning process. Whether a trail is appropriate or not will be based on the environmental protection of resources and community needs. All environmental regulations will need to be observed and necessary permits will need to be obtained.

A specific area of concern is a proposed trail connection from the northwest corner of Marshall Park through upper Tryon Creek State Park to Arnold and Boones Ferry Road. The SWTrails Group and PDOT have identified this route as a desired and most scenic connection along Urban Trail 6. It would provide a link to Tryon Creek State Park's existing trail system and continue south to downtown Lake Oswego. Because this area is a complex environmental system there are concerns about the impact proposed routes may have on the areas resources. Portland Parks and Recreation, Metro, Oregon State Parks, and adjacent neighborhoods will require a public planning process to address whether trails are appropriate.

Proposed connections along Urban Trail 5 through Maricara Park and Taylors Wood and Dickinson Park are also in undeveloped parks/natural areas in environmental zones. Because of environmental concerns no conceptual trail alignment are shown on the maps. But the SWTrails Group strongly recommends that a connection be considered in the public planning process. Currently, a master plan is being developed for Dickinson Park and Taylors Wood (Metro property) to evaluate proposed trail connections along with resource management goals and objectives and community needs. Whether a route through Maricara Park is appropriate will be determined in future park planning.

To avoid these environmentally sensitive areas the Southwest Urban Trails Plan identifies alternate routes, which are shown on Map 3.1 in Appendix B. These alternate routes should be used until approved trails are built or other routes are determined.

Additionally, any proposed trails in environmental zones will require an environmental review and need to meet specific requirements that apply to trails. The Land Use Review



# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

Division of the Office of Planning and Development Review (OPDR) will identify what level of environmental review is required through an initial environmental plan check. Proposed trails that cross or are near streams will require an Endangered Species Act (ESA) review.

The Bureau of Environmental Services (BES) has identified the following parks/open spaces where a review would be necessary: Dickinson Park, Taylors Wood, April Hill Park, Marshall Park, Tryon Creek State Park and Metro property. These are noted in Table 3.1 below. Agency Review Requirements are discussed in more detail in Chapter 5.

In Table 3.1, the “Map Key” column indicates the trail and proposed improvement which can be located on Map 4.1 and 4.2 in Appendix B.

**Table 3.1 - Development Constraints in Parks and Environmentally Sensitive Areas**

| Map Key | Park/Natural Areas     | Trail Segment                                     | Constraints  | Action Needed  | Key Players   |
|---------|------------------------|---|--|--|---|
| 1I      | Albert Kelly           | Mitchell to Mitchell                              | No designated trail; in partial e-zone   | Evaluate possible trail development; environmental review  | PP&R; SWNI Parks Committee; SWTG*; Bridlemile, Hillsdale & Hayhurst N.A.  |
| 3M      | Gabriel                | Existing park path to 45 <sup>th</sup> near Miles | No designated trail; steep bank & in e-zone  | Work with PP&R on trail development possibilities; environmental review  | PP&R; SWNI Parks Committee; SWTG; Maplewood N.A.  |
| 3P      | April Hill             | Custer to Canby                                   | No designated trail; area wet; in e-zone; ESA 4d rule may apply                                | Work with PP&R on possible trail development; environmental review   | PP&R; SWNI Parks Committee; SWTG; Maplewood N.A.  |
| 5C      | Maricara               | 25th to 30 <sup>th</sup>                          | Undeveloped natural area; area wet & in e-zone   | Needs park plan; work with PP&R, Metro, and community to evaluate if appropriate trail; environmental review                               | PP&R; Metro; SWNI Parks Committee; SWTG; TCWC**; Markham, Arnold Creek, Marshall Park; West Portland Park N.A.  |
| 5F      | Taylor Woods           | 53rd to Dickinson                                 | Undeveloped open space; area wet & in e-zone; unimproved ROW in stream - ESA 4d rule may apply | Work with PP&R on master planning (in progress with Dickinson); environmental review   | PP&R; SWNI Parks Committee; SW TG; Crestwood & Ashcreek N.A.  |
| 5G      | Dickinson              | 55th to Dickinson                                 | Undeveloped park; area wet & in e-zone; ESA 4d rule may apply                                  | Work with PP&R on park master planning (current); environmental review   | PP&R; SWNI Parks Committee; SWTG; Crestwood & Ashcreek N.A.   |
| 6L      | Marshall               | 18 <sup>th</sup> to Maplecrest Drive              | Undeveloped park; in e-zone; demand trails near stream- ESA 4d rule may apply                  | Needs park plan; work with PP&R and other key players in public planning process to evaluate if trail is appropriate; environmental review | PP&R; Metro; Oregon State Pks; SWNI Parks Committee; SW TG; TCWC; Marshall Pk, Arnold Creek & Collins View N.A. |
| 6M      | Metro Property         | Marshall Pk to Tryon Creek State Park (upper)     | Undeveloped open space; e-zone; stream- ESA 4d rule may apply                                  | Work with Metro and other key players to evaluate if trail is appropriate; environmental review  | PP&R; Metro; Oregon St. Pks; SWNI Parks Committee; SW TG; TCWC; Marshall Park, Arnold Creek & Collins View N.A. |
| 6N      | Tryon Creek State Park | Wilson Property to Arnold                         | Undeveloped open space; e-zone; stream - ESA 4d rule may apply                                 | Work with Oregon State Parks and other key players to evaluate if trail is appropriate; environmental review                               | PP&R; Metro; Oregon St. Pks; SWNI Parks Committee; SWTG; TCWC; Marshall Park, Arnold Creek & Collins View N.A.  |
| 7L      | Woods                  | Alice to Collins                                  | Undeveloped park; area wet & in e-zone; ESA 4d rule may apply                                  | Functional plan developed; work with PP&R on trail development & alignment; environmental review   | PP&R; SWNI Parks Committee; SWTG; Crestwood & Ashcreek N.A.   |

\* SWTrails Group

\*\* Tryon Creek Watershed Council

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

### 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.

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

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 <sup>th</sup> 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

# SOUTHWEST URBAN TRAILS PLAN

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## **CHAPTER 4: PROPOSED IMPROVEMENTS**

# SOUTHWEST URBAN TRAILS PLAN

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# SOUTHWEST URBAN TRAILS PLAN



## 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.

# SOUTHWEST URBAN TRAILS PLAN



## 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

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## CHAPTER 5: IMPLEMENTATION

# SOUTHWEST URBAN TRAILS PLAN

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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.



### 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.



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.



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.





### 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.



### **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



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.

# SOUTHWEST URBAN TRAILS PLAN



## CHAPTER 5: IMPLEMENTATION

**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



# SOUTHWEST URBAN TRAILS PLAN



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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.

# SOUTHWEST URBAN TRAILS PLAN

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## CHAPTER 6: NEXT STEPS



# SOUTHWEST URBAN TRAILS PLAN

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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*<sup>1</sup> 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.

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<sup>1</sup> *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*,<sup>2</sup> 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*<sup>3</sup> and the *40 Mile Loop Master Plan*.<sup>4</sup>

### 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

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<sup>2</sup> *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.

<sup>3</sup> *Willamette Greenway Plan*, January 1988, Portland Planning Bureau.

<sup>4</sup> *40 Mile Loop Master Plan*, May 1983, 40 Mile Loop Land Trust.



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



- 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

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## APPENDICES

# SOUTHWEST URBAN TRAILS PLAN

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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

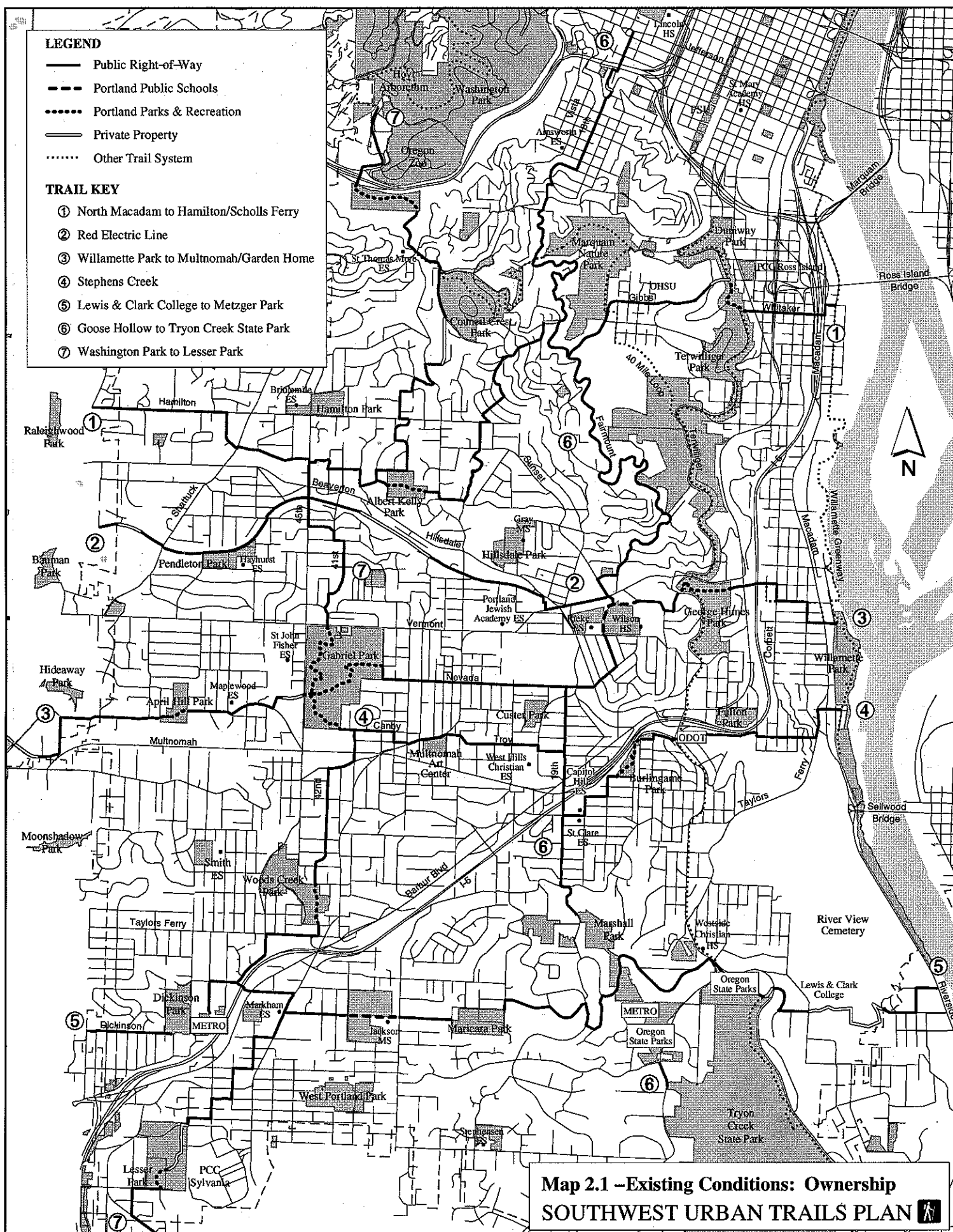
Table 4.1- Proposed Improvements and Implementation Guidelines

# 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

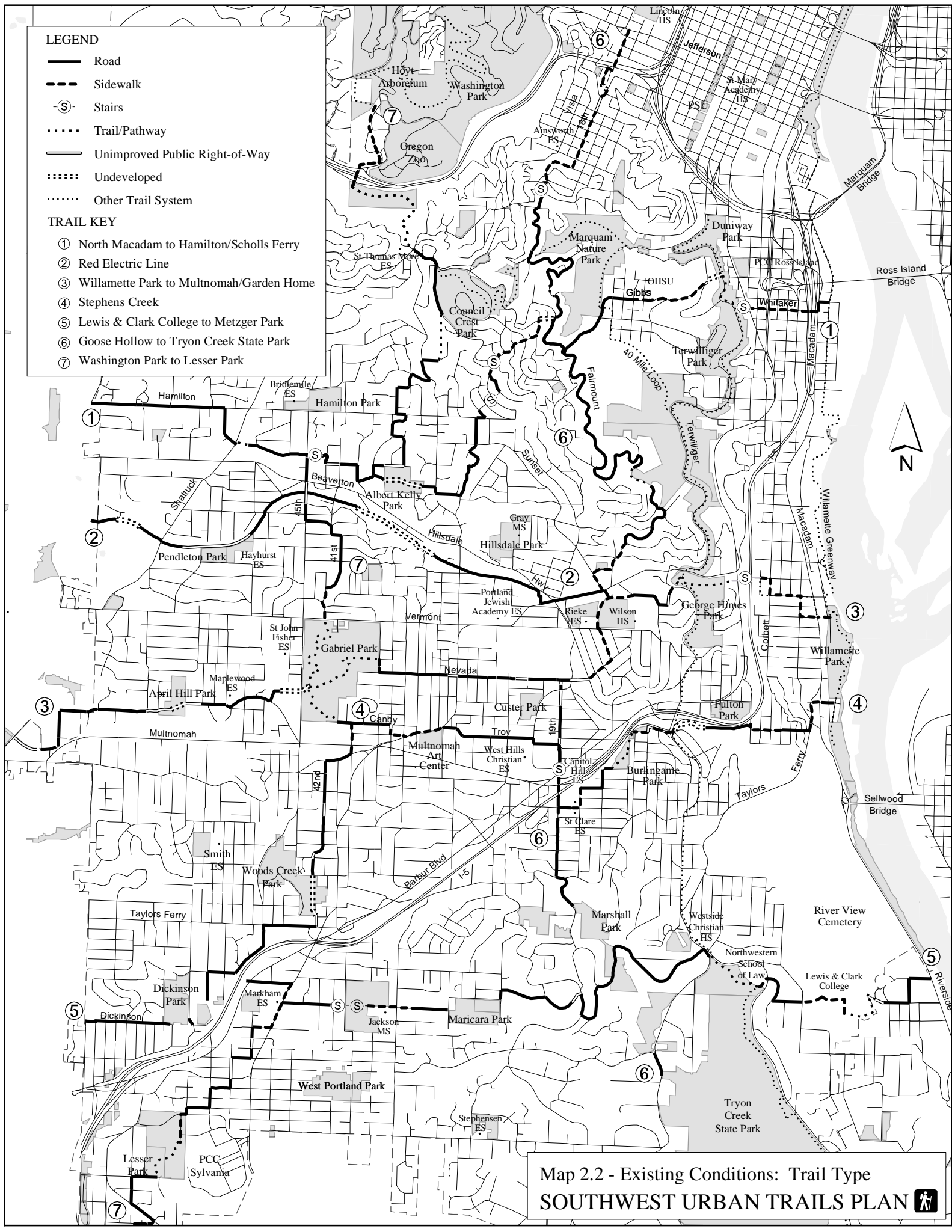


# LEGEND

- Road
- - - Sidewalk
- S- Stairs
- ..... Trail/Pathway
- Unimproved Public Right-of-Way
- ..... Undeveloped
- ..... Other Trail System

## TRAIL KEY

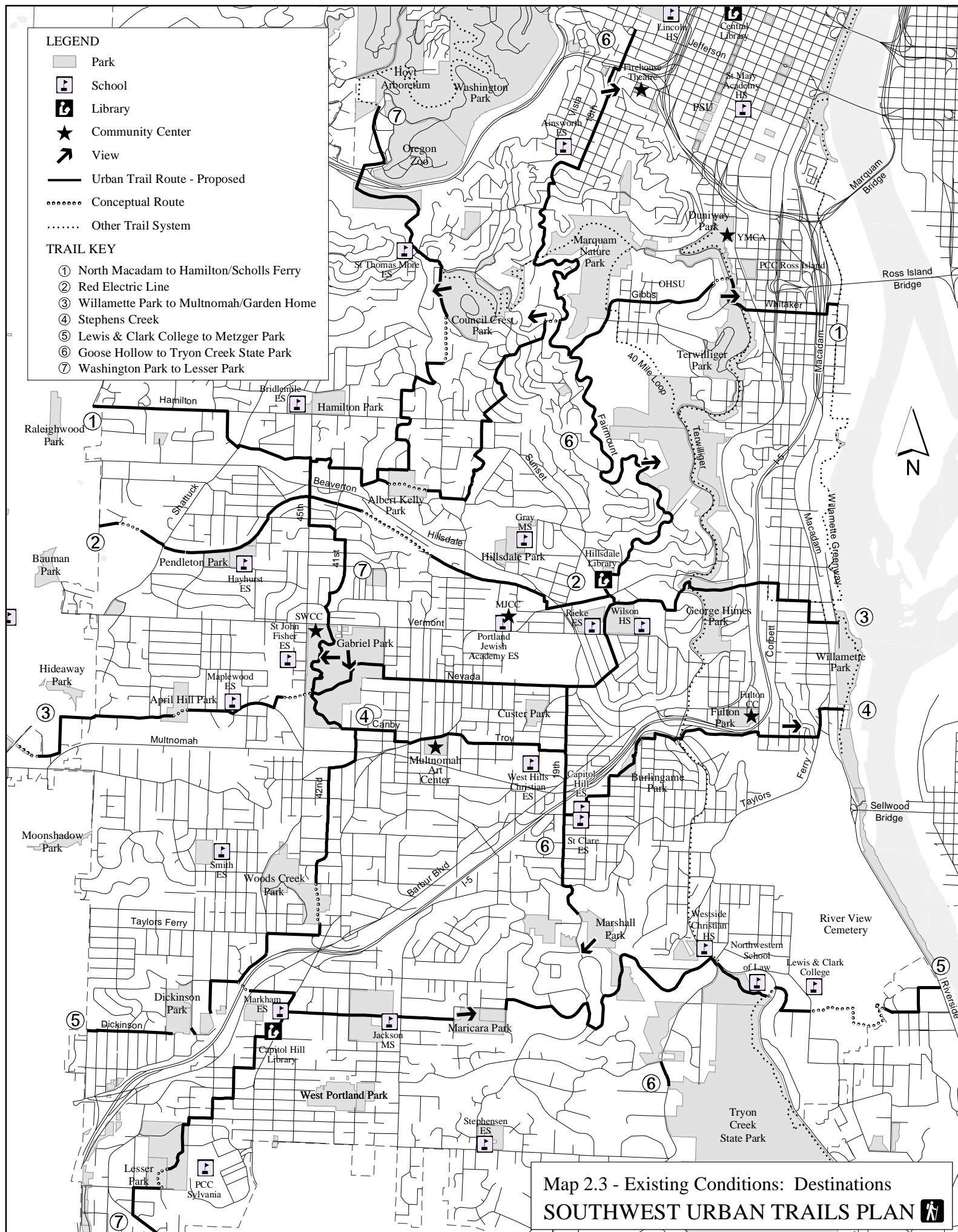
- ① North Macadam to Hamilton/Scholls Ferry
- ② Red Electric Line
- ③ Willamette Park to Multnomah/Garden Home
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tryon Creek State Park
- ⑦ Washington Park to Lesser Park



Map 2.2 - Existing Conditions: Trail Type

**SOUTHWEST URBAN TRAILS PLAN**



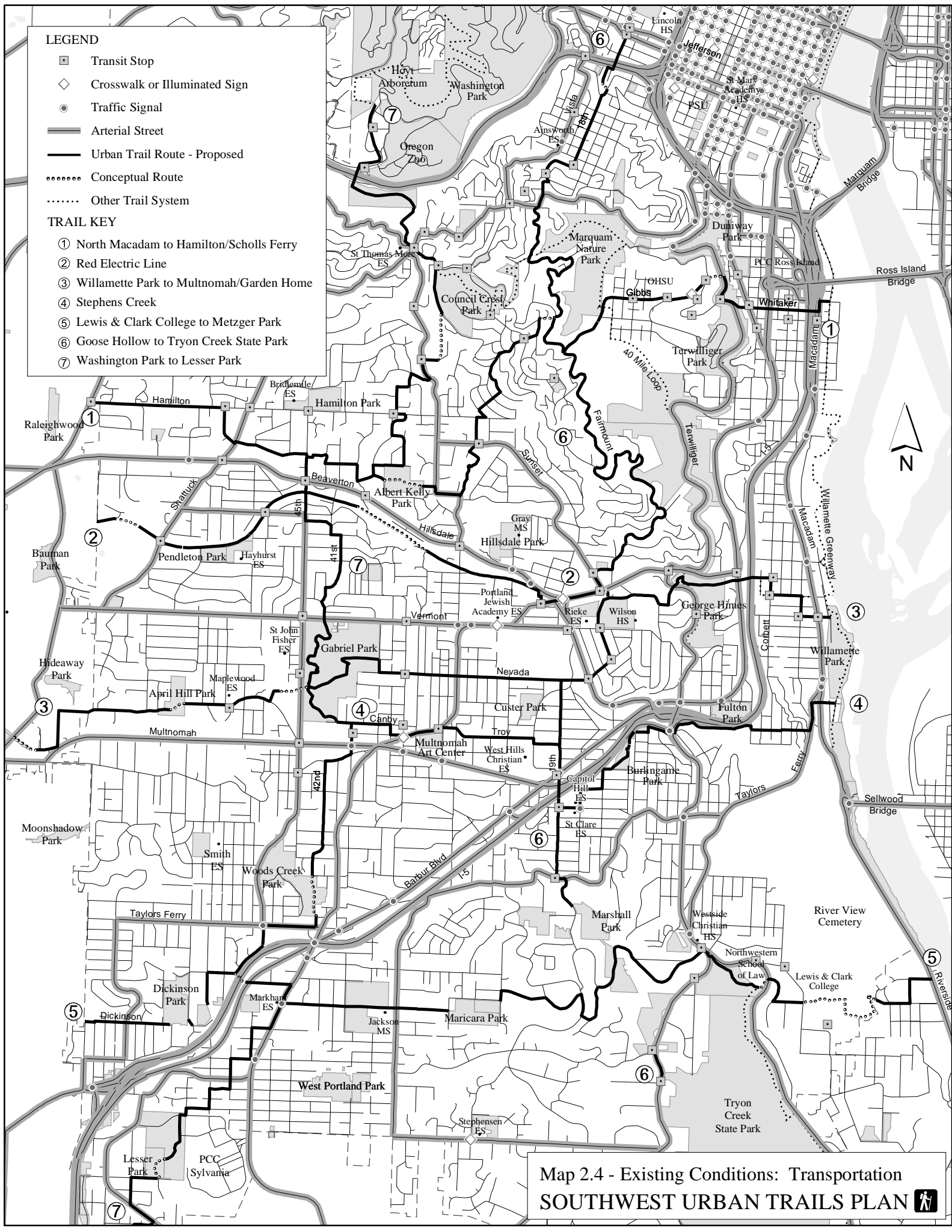


# LEGEND

- Transit Stop
- ◇ Crosswalk or Illuminated Sign
- Traffic Signal
- Arterial Street
- 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 2.4 - Existing Conditions: Transportation  
SOUTHWEST URBAN TRAILS PLAN



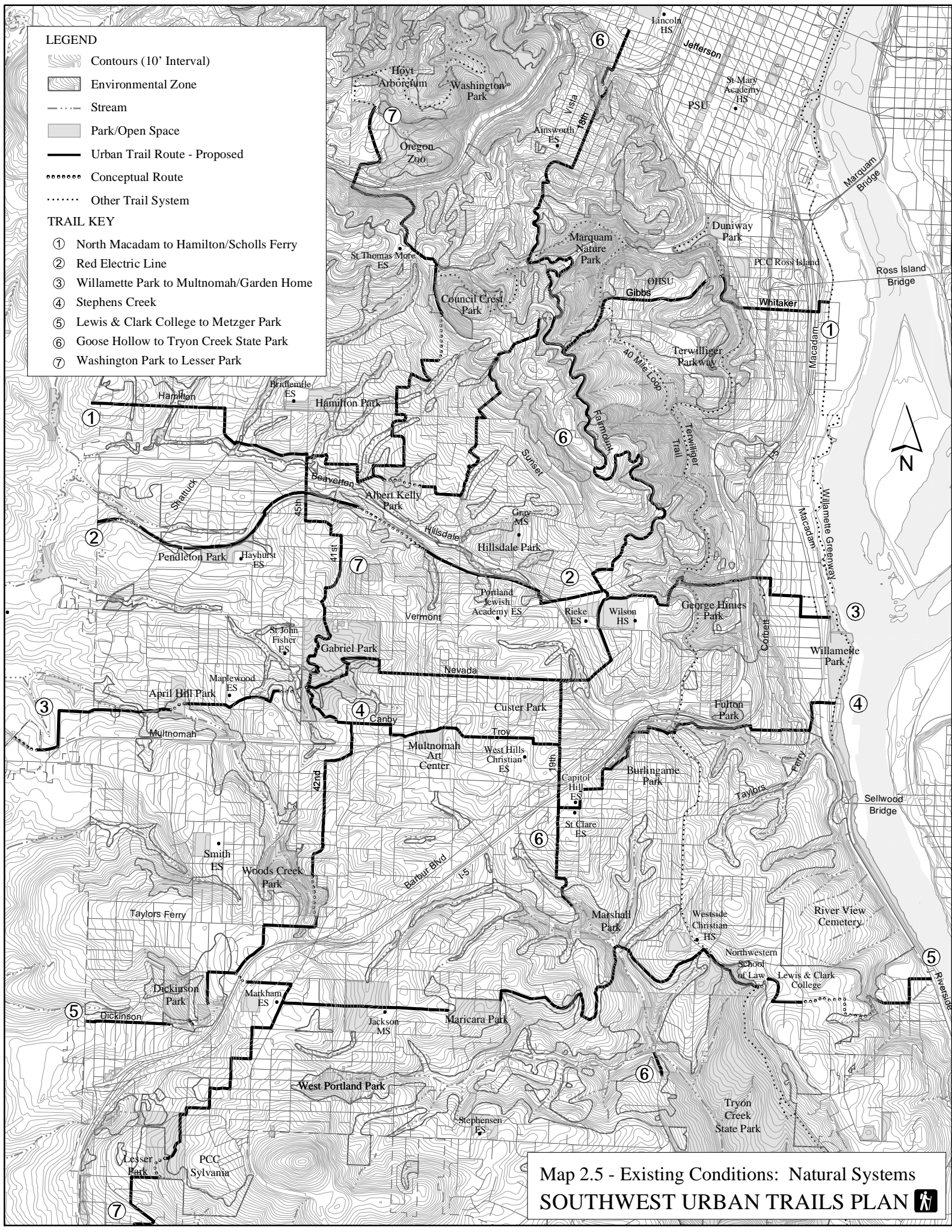


# LEGEND

-  Contours (10' Interval)
-  Environmental Zone
-  Stream
-  Park/Open Space
-  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 2.5 - Existing Conditions: Natural Systems  
SOUTHWEST URBAN TRAILS PLAN

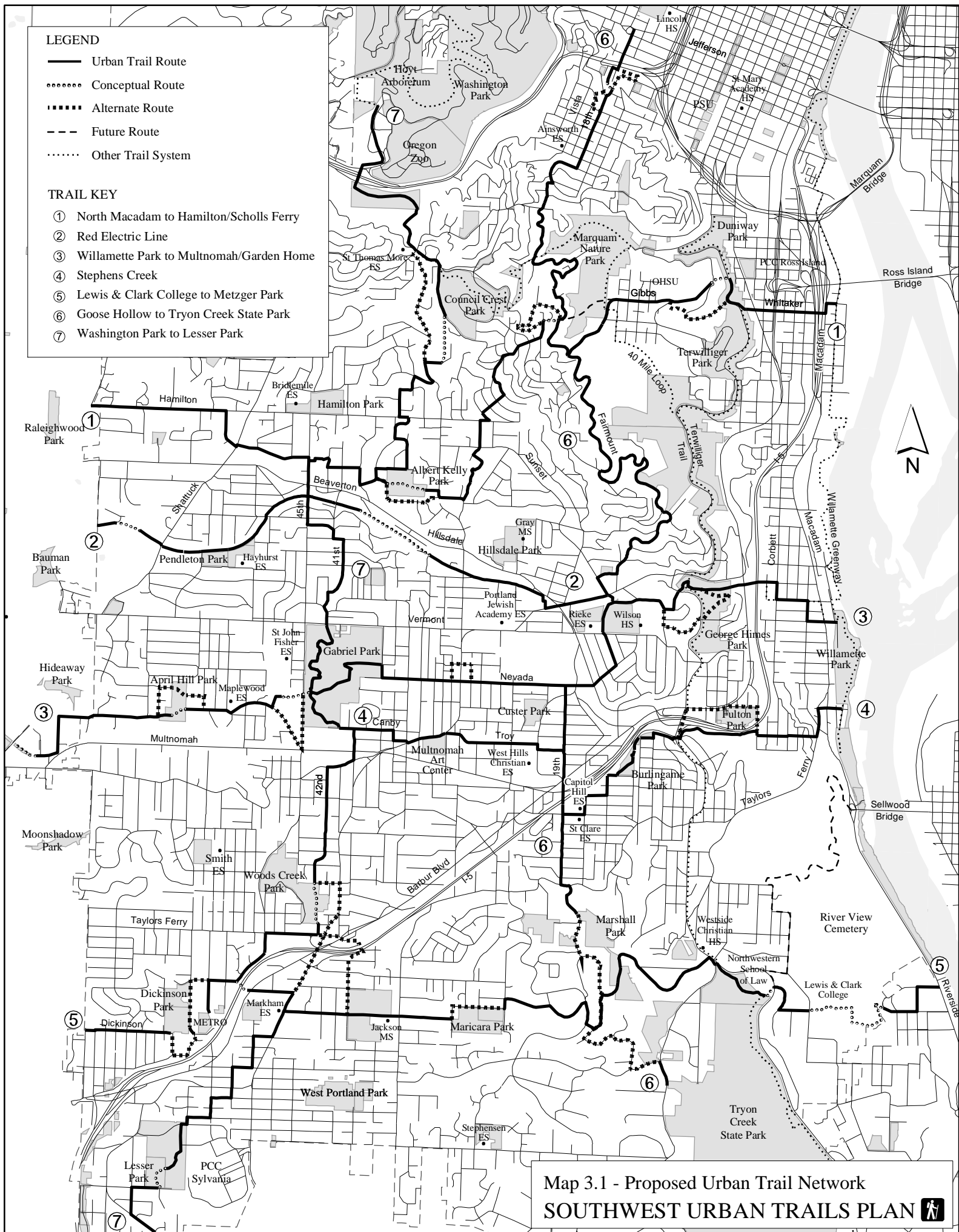


# LEGEND

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

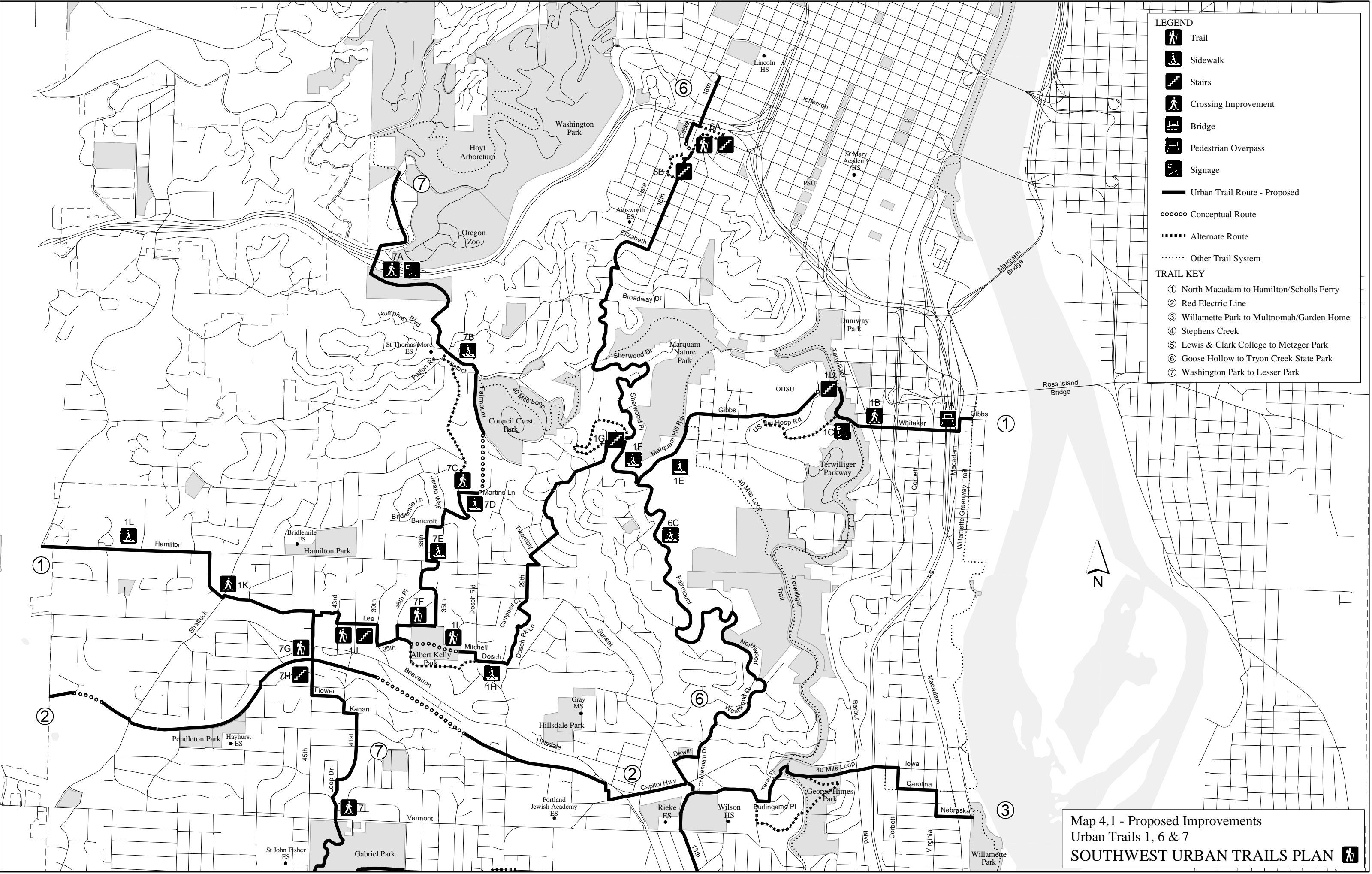
## TRAIL KEY

- 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**

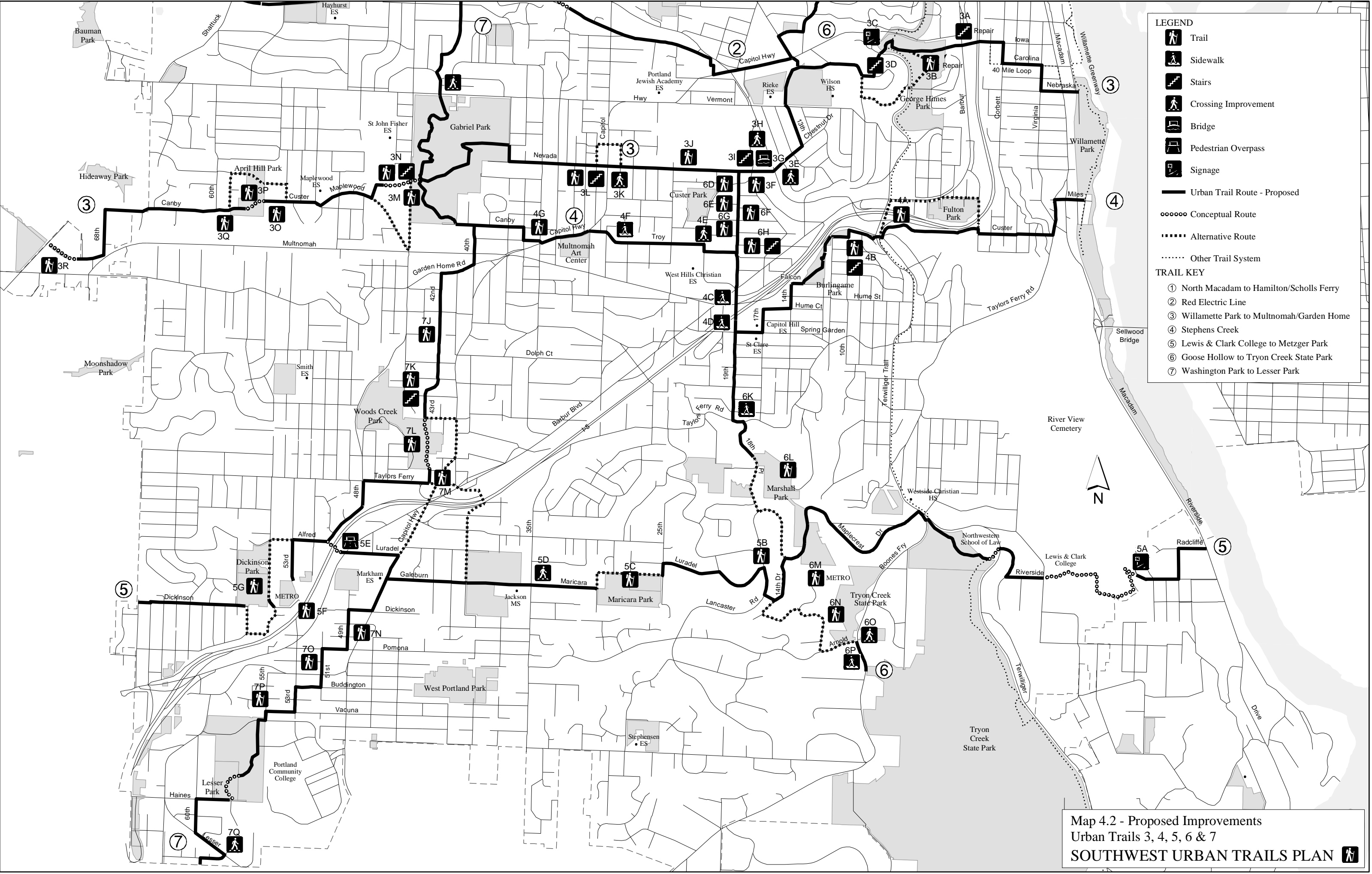
- Trail
- Sidewalk
- Stairs
- Crossing Improvement
- Bridge
- Pedestrian Overpass
- Signage
- Urban Trail Route - Proposed
- Conceptual Route
- Alternate Route
- Other Trail System

**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**





| Table 4.1 - Proposed Improvements and Implementation Guidelines |   |  |                                  |            |                    |                                    | Cost |            |        |             |      | Need    |            |             | Implementation Responsibility |            |      |      | Agency Review Required |               |      |      |     |      |   |
|---|---|--|----------------------------------|------------|--------------------|------------------------------------|------|------------|--------|-------------|------|---------|------------|-------------|-------------------------------|------------|------|------|------------------------|---------------|------|------|-----|------|---|
| 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 |   |
| 41  | TRAIL 1 - NORTH MACADAM TO HAMILTON/SCHOLLS FERRY |  |                                  |            |                    |                                    |      |            |        |             | X    |         |            |             | X                             |            | X    |      |                        |               |      |      |     | X    |   |
|   | 1A  | Gibbs  | Macadam to Hood                  | Public ROW | Intersection       | Pedestrian Overpass <sup>3</sup>   |      |            |        |             |      | X       |            | X           |                               |            | X    |      |                        |               |      |      |     |      |   |
|   | 1B  | Whitaker   | Barbur to Stairway               | Public ROW | Intersection       | Crossing Improvement               | X    |            |        |             |      |         | X          |             |                               | X          | X    | X    |                        |               |      |      |     | X    |   |
|   | 1C  | Whitaker   | Whitaker to Terwilliger Trail    | Public ROW | Trail              | Sign-Trail ID                      |      |            |        |             | X    |         | X          |             |                               |            |      |      |                        |               | X    |      | eds |      |   |
|   | 1D  | Terwilliger  | Terwilliger to Sam Jackson       | Private    | Undeveloped        | Stairs <sup>2</sup>                |      |            |        |             | X    |         |            | X           |                               |            | X    |      |                        |               |      | e    | X   |      |   |
|   | 1E  | Marquam Hill                                       | 13th to Fairmount                | Public ROW | Road               | Sidewalk <sup>1</sup>              |      |            |        |             | X    |         |            |             |                               | X          | X    |      |                        |               |      | e    | X   |      |   |
|   | 1F (6)*   | Fairmount  | Marquam Hill to Sherwood Pl      | Public ROW | Road               | Sidewalk <sup>1</sup>              |      |            |        |             | X    |         |            |             |                               | X          |      |      |                        | X             |      | e    | X   |      |   |
|   | 1G  | Fairmount  | Near Sherwood Pl to Gale         | Private    | Undeveloped        | Stairs                             |      |            |        | X           |      |         |            |             |                               |            | X    |      |                        |               |      |      |     | X    |   |
|   | 1H  | Dosch  | Dosch Pk Ln to Mitchell          | Public ROW | Road               | Sidewalk <sup>1</sup>              |      |            |        |             |      | X       |            | X           |                               |            |      |      | X                      |               |      | e    |     |      |   |
|   | 1I  | Kelly Park   | Mitchell to Mitchell             | PP&R       | Undeveloped        | Park Trail                         |      |            | X      |             |      |         |            | X           |                               |            | X    |      |                        |               |      | X    |     |      |   |
|   | 1J (7)  | Lee  | 42nd to 43rd                     | Public ROW | Unimproved         | Gravel Trail & Stairs <sup>2</sup> |      |            | X      |             |      |         | X          | X           |                               |            |      | X    |                        |               |      |      |     |      |   |
|   | 1K  | Shattuck   | Public easement at Julia to 53rd | Public ROW | Intersection       | Crossing Improvement               |      |            |        |             | X    |         |            |             | X                             |            |      | X    |                        |               |      |      | e   | X    |   |
|   | 1L  | Hamilton   | 53rd to Scholls Ferry            | ROW        | Road               | Sidewalk <sup>1</sup>              |      |            |        |             |      |         |            |             | X                             |            |      |      |                        |               |      |      |     |      |   |
|   | 42  | TRAIL 3 - WILLAMETTE PARK TO MULTNOMAH/GARDEN HOME |                                  |            |                    |                                    |      | X          |        |             |      |         |            | X           |                               |            | X    |      |                        |               |      |      | ed  |      |   |
| 3A  |   | Iowa   | Iowa to Barbur                   | Public ROW | Stairs             | Repair RR Tie Stairs               | X    |            |        |             |      |         | X          |             |                               | X          |      |      |                        |               |      | ed   |     |      | X |
| 3B  |   | George Himes Park                                  | Barbur to Terwilliger            | PP&R       | Existing Trail     | Repair Park Trail                  | X    |            |        |             |      |         | X          |             |                               | X          | X    |      |                        |               |      | ed   |     |      |   |
| 3C  |   | Terwilliger Pl                                     | Terwilliger to Terwilliger Place | Public ROW | Road               | Sign-Trail Usage                   | X    |            |        |             |      |         |            | X           |                               |            | X    | X    |                        |               |      | ed   |     | X    |   |
| 3D  |   | Temporary St                                       | Terwilliger Pl - Burlingame Pl   | Public ROW | Unimproved         | Stairs <sup>2</sup>                |      |            |        | X           |      |         | X          |             |                               |            | X    |      |                        |               |      |      |     |      |   |
| 3E (6)  |   | Nevada Ct  | At Betha                         | Public ROW | Intersection       | Crossing Improvement               |      | X          |        |             |      |         | X          |             |                               | X          |      |      |                        |               |      | e    |     |      |   |
| 3F (6)  |   | Nevada Ct  | Bertha to 19th                   | Public ROW | Unimproved         | Gravel Trail                       |      |            | X      |             |      |         |            | X           |                               |            | X    | X    |                        |               |      | e    | X   |      |   |
| 3G (6)  |   | Nevada Ct  | Stephens Creek Park              | Public ROW | Unimproved         | Bridge <sup>2</sup>                |      |            |        |             |      | X       | X          |             |                               |            | X    |      |                        |               |      |      |     |      |   |
| 3H (6)  |   | Nevada Ct  | At Capitol Hill                  | Public ROW | Intersection       | Crossing Improvement               |      |            |        |             |      |         | X          |             |                               |            |      |      |                        |               | X    | e    | X   |      |   |
| 3I (6)  |   | Nevada Ct  | Capitol Hill to just before 19th | Public ROW | Unimproved         | Stairs                             |      |            | X      |             |      |         | X          |             |                               |            | 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    |   |
| 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          |      |      | X                      |               |      |      |     |      |   |
| 3P  |   | April Hill Park                                    | Custer to Canby                  | PP&R       | Undeveloped Trail  | Park Trail                         |      |            |        |             |      | X       |            |             |                               | X          |      |      |                        |               |      |      |     |      |   |
| 3Q  |   | Canby  | April Hill Park to 60th          | Public ROW | Unimproved         | Gravel Trail                       | X    |            |        |             |      |         | X          |             |                               | X          |      |      |                        |               | X    |      |     |      |   |
| 3R  |   | OR Electric ROW                                    | Railroad to Oleson               | Private    | Gravel Road        | Gravel Trail                       |      |            |        |             |      |         | X          |             |                               | X          |      |      |                        |               |      |      |     |      |   |
| 42  |   | TRAIL 4 - STEPHENS CREEK                           |                                  |            |                    |                                    |      |            |        |             |      |         | X          |             | X                             |            |      | X    |                        |               |      |      | e   | X    |   |
|   | 4A  | Custer   | End of Custer to 4th             | ODOT       | Gravel Road        | Concrete Trail <sup>2</sup>        |      |            | X      |             |      |         | X          |             |                               | X          |      |      |                        |               | X    | e    | X   |      |   |
|   | 4B  | Canby  | End of Canby to 10th to Canby    | Public ROW | Unimproved         | Gravel Trail & Stairs              |      |            | X      |             |      |         |            | X           |                               |            | X    |      |                        |               |      |      |     | X    |   |
|   | 4C (6)  | 19th   | Barbur to I-5 Bridge             | Public ROW | Road               | Sidewalk <sup>1</sup>              |      |            | X      |             |      |         |            |             | X                             |            |      | X    |                        |               |      |      |     | X    |   |
|   | 4D (6)  | 19th   | End I-5 Br to Spring Garden      | Public ROW | Road               | Sidewalk <sup>1</sup>              |      |            |        |             |      |         |            |             |                               |            |      | X    |                        |               |      |      |     |      |   |
|   | 4E  | Troy   | At Capitol Hill                  | Public ROW | Intersection       | Crossing Improvement               |      |            |        |             |      | X       | X          |             |                               |            |      | X    |                        |               |      |      |     |      |   |
|   | 4F  | Troy   | 28th to Canby                    | Public ROW | Road               | Sidewalk <sup>1</sup>              |      |            |        | X           |      |         |            | X           |                               |            | X    |      |                        |               |      |      |     | X    |   |
| 4G  | 36th  | Canby to Troy (midway)                             | Public ROW                       | Unimproved | Gravel Trail       | X                                  |      |            |        |             |      |         | X          |             |                               | X          |      |      |                        |               |      |      |     |      |   |

Relative Cost

Low

Low/Medium

Medium

Medium/High

High

Need

Functional

Enhancement

Future

up to \$1,000

\$1,000-\$10,000

\$10,000-\$50,000

\$50,000-\$100,000

over \$100,000

Essential improvement

Desirable improvement

Long-term improvement

BES

OPDR

ODOT

PDOT

PP&R

Bureau of Environmental Services

Office of Planning and Development Review

Oregon Department of Transportation

Portland Department of Transportation

Portland Parks and Recreation

e=environmental zone

d=design zone

s=scenic resource zone

\* Number in parentheses indicates trail sharing

same improvement


<sup>1</sup> Comprehensive Plan or forthcoming Transportation Systems Plan

<sup>2</sup> Portland Pedestrian Master Plan

<sup>3</sup> North Macadam Framework Plan

<sup>4</sup> Woods Park Functional Plan

Table 4.1 - Proposed Improvements and Implementation Guidelines



| Legend   |   |
|--|---|
| 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           |   |
| <sup>1</sup> Comprehensive Plan or forthcoming Transportation Systems Plan |   |
| <sup>2</sup> Portland Pedestrian Master Plan                               |   |
| <sup>3</sup> North Macadam Framework Plan                                  |   |
| <sup>4</sup> 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 |
| TRAIL 5 - LEWIS & CLARK COLLEGE TO METZGER PARK                 |         |                 |                                |                             |                    |                                    |                       |            |        |             |      |         |            |                               |        |            |      |                        |             |               |      |        |   |      |
| 4.2   | 5A      | Radcliffe Rd    | End of road to L&CC trail      | Public ROW                  | Unimproved         | Gravel Trail & ID Sign             |                       | X          |        |             |      |         | X          |                               |        | X          | X    |                        |             |               |      | e      |   |      |
|   | 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 <sup>1</sup>   |                       |            |        |             | X    |         | X          |                               | X      |            | X    |                        |             |               |      |        | X |      |
|   | 5F      | Taylors Wood    | 53rd to Dickinson              | METRO                       | Undeveloped        | Park Trail                         |                       |            |        |             |      | X       | X          | X                             |        |            |      |                        | X           |               |      |        | e |      |
|   | 5G      | Dickinson Park  | Alfred to 55th                 | PP&R                        | Undeveloped        | Park Trail                         |                       |            |        |             |      | X       | X          |                               |        |            |      | X                      |             |               |      | e      |   |      |
| TRAIL 6 - GOOSE HOLLOW TO TRYON CREEK STATE PARK                |         |                 |                                |                             |                    |                                    |                       |            |        |             |      |         |            |                               |        |            |      |                        |             |               |      |        |   |      |
| 4.1   | 6A      | Cable           | End of Cable to Montgomery     | Private                     | Undeveloped        | Gravel Trail & Stairs <sup>2</sup> |                       |            | X      |             |      |         | X          |                               |        | X          |      |                        |             | X             |      |        | X |      |
|   | 6B      | 18th            | Montgomery to Jackson          | Public ROW                  | Unimproved         | Stairs <sup>2</sup>                |                       |            |        | X           |      |         | X          |                               |        | X          |      |                        |             |               | X    | e      | X |      |
|   | 6C      | Fairmount       | Marquam Hill to Mitchell       | Public ROW                  | Road               | Sidewalk <sup>1</sup>              |                       |            |        | X           |      |         |            |                               | X      |            | X    |                        |             |               |      | es     | X |      |
| 4.2   | 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             |      |        |   |      |
|   | 6H      | 19th            | Troy to Moss                   | Public ROW                  | Unimproved         | Gravel Trail & Stairs <sup>2</sup> |                       |            | 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 <sup>1</sup>              |                       |            |        | 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 <sup>1</sup> |            |        |             | X    |         |            |                               | X      |            | X    |                        |             |               |      |        |   | X    |
| TRAIL 7 - WASHINGTON PARK TO LESSER 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 <sup>1</sup>              |                       |            |        | X           |      |         | 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 <sup>1</sup>              |                       |            | X      |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        | X |      |
|   | 7E      | Hamilton        | 36th to Hamilton Ct            | Public ROW                  | Road               | Sidewalk <sup>1</sup>              |                       |            | X      |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        | X |      |
|   | 7F      | Lee             | 35th to beg. of Lee            | Public ROW                  | Unimproved         | Gravel Trail                       | X                     |            |        |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        |   |      |
|   | 7G      | 45th            | BH Hwy S to Cullen Fairvale    | Public ROW                  | Unimproved         | Gravel Trail                       |                       | X          |        |             |      |         | 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          |      | 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 <sup>4</sup>            |                       |            |        |             |      |         | X          |                               | X      |            |      | X                      |             |               |      | e      |   |      |
| 7M  |         | 43rd            | Collins to Taylors Ferry       | Public ROW                  | Unimproved         | Gravel Trail <sup>4</sup>          | X                     |            |        |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        |   |      |
| 7N  |         | 49th            | Comus to Pasadena              | Public ROW                  | Unimproved         | Gravel Trail                       | X                     |            |        |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        |   |      |
| 7O  |         | 51st            | Pomona to Capitol Hwy          | Public ROW                  | Unimproved         | Gravel Trail                       | X                     |            |        |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        |   |      |
| 7P  |         | 55th            | Vacuna to PCC Rd               | Public ROW                  | Unimproved         | Gravel Trail                       | X                     |            |        |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        |   |      |
| 7Q  |         | Lesser          | At Kruse Ridge                 | Public ROW                  | Intersection       | Crossing Improvement               |                       |            |        |             |      |         | X          |                               | X      |            | X    |                        |             |               |      |        |   |      |
| Table 4.1 - Proposed Improvements and Implementation Guidelines |         |                 |                                |                             |                    |                                    |                       |            |        |             |      |         |            |                               |        |            |      |                        |             |               |      |        |   |      |
| SOUTHWEST URBAN TRAIL PLAN                                      |         |                 |                                |                             |                    |                                    |                       |            |        |             |      |         |            |                               |        |            |      |                        |             |               |      |        |   |      |

#### 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     |

|             |                       |
|-------------|-----------------------|
| 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

<sup>1</sup> Comprehensive Plan or forthcoming Transportation  
Systems Plan

<sup>2</sup> Portland Pedestrian Master Plan

<sup>3</sup> North Macadam Framework Plan

<sup>4</sup> Woods Park Functional Plan



# SOUTHWEST URBAN TRAILS PLAN



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URBAN TRAIL PROFILES - APPENDIX C.

# SOUTHWEST URBAN TRAILS PLAN

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## 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-Taylors 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 45<sup>th</sup> 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 29<sup>th</sup> 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 45<sup>th</sup>. 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 45<sup>th</sup> 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 45<sup>th</sup> Avenue to the Maplewood neighborhood. One possibility is across the Multnomah Presbyterian Church to Miles. An alternate route is south on 45<sup>th</sup> 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 19<sup>th</sup> 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 4<sup>th</sup> Avenue. It connects with Burlingame Park and then turns southwest and zig-zags to 19<sup>th</sup> Avenue passing Capitol Hill and St. Clare Elementary Schools. It follows 19<sup>th</sup> 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 35<sup>th</sup> 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 19<sup>th</sup> 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 14<sup>th</sup> 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 40<sup>th</sup> 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 40<sup>th</sup> to the pedestrian overpass to the Barbur Transit Center to Taylors Ferry and then west to 48<sup>th</sup> 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 18<sup>th</sup> to Maplecreek, south on 14<sup>th</sup> 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 18<sup>th</sup> 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 45<sup>th</sup> 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 Oswego, 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 45<sup>th</sup>. It crosses the Red Electric Trail at 45<sup>th</sup> 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



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PUBLIC OPEN HOUSE QUESTIONNAIRS AND COMMENTS - APPENDIX D.

# SOUTHWEST URBAN TRAILS PLAN

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# 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,

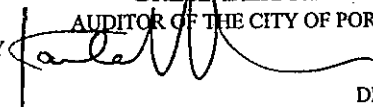
**JUL 26 2000**

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

**GARY BLACKMER**

AUDITOR OF THE CITY OF PORTLAND

BY



DEPUTY

**To order additional copies of this revised draft plan, please contact:**

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**PORTLAND**

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**Charlie Hales, Commissioner**