

2: South Waterfront Path

Development will transform the South Waterfront into a dense residential and commercial district. The planned regional pedestrian and bicycle trail would go through the district and connect downtown Portland, the Macadam area, and would bridge a gap in the Willamette riverfront trails system.

CURRENT SITUATION

- District is under development
- Difficult connection between Portland and Macadam District
- Sits within the regional trails network

Commercial and residential development in the North Macadam district (south of the Marquam Bridge) has impacted bicycle connection. A Portland Streetcar extension and anticipated traffic congestion have changed Moody Street, which served as the low-traffic connection of the north and south sections of the Willamette River Trail.



A waterfront trail is planned to bridge this gap. The only piece of the trail that is guaranteed to be constructed is a 1/2 mile segment, located in the current development district; the connecting pieces both north and south are not planned for construction.

PROBLEMS

- New Development will create traffic congestion
- Streetcar tracks will cause difficulties for bicyclists
- Trail development is contingent of land redevelopment
- Trails are expensive and funding is limited

Moody was once a low-traffic bicycle route, but is now challenging for many cyclists because of the heavy construction taking place in the area; when construction ends, car traffic and streetcar tracks will replace it as a deterrent and a danger to cyclists.

The new development includes funding for a partial segment of the trail, however this trail will connect to neither the Willamette River trail to the north or south. The north gap will hopefully be added when Zidell property is redeveloped, and the southern gap has other development and funding barriers.

Funding for the trails is a primary issue. The current planned 1/2 mile segment will cost over \$8 million! The City had a funding commitment from Metro for a piece, but diverted the funds the Streetcar project. Now the City is seeking money for the \$2 million gap again.

SOLUTIONS

- Separated biking facilities
- Improved signage
- Solutions to discovered in current planning



The City of Portland and South Waterfront development group has committed to building a multiuse path in Central District as part of their development agreement. The City should build this trail within the \$6 million budget of the funds that they currently have.

Now that a new urban neighborhood is being established, the City should expedite their efforts to provide trail connectivity near and through the Zidell property to the north, and the variety of properties to the south, with the priority being connecting the Macadam District to the central city district.

Good on-street facilities will help ease the wait for a full-service connected path. On-street markings and safety signs should be placed on all streets intended to serve as primary bicycle and pedestrian on-street routes connecting to the trails.

WHO TO CONTACT

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