

Minutes of the npGreenway Board Meeting (via Zoom)  
July 8, 2020

**ATTENDEES AND WELCOME NEW BOARD MEMBERS:**

Board Members: Lenny Anderson, Jay Bokelman, Pat Jewett, Cynthia Newton, Francie Royce (acting chair), Steven McClure, Pam Arden, Charity Adams  
Guest: Mel Huie (Metro)

Francie welcomed new Board members Charity Adams and Trang Lam.

**APPROVAL OF JUNE MEETING MINUTES:**

The Board approved the June meeting minutes.

**OLD BUSINESS:**

1. Treasurer's Report (Pam): We did not print more brochures due to COVID so that money remains in our account. Pam will provide the current balance shortly.

2. Swan Island Basin Avenue Improvement Project (N. Going Street to Waud Bluff): Francie had not been able to reach PBOT Project Lead Zef but after the meeting received this email:

The consultant is still working on the concept design, but I do have some updates.

First, we've decided to keep the trail on the south side of Basin from Waud Bluff Trail to the boat ramp. This just seems more intuitive for the future North Portland Greenway Trail, doesn't require crossing Basin Ave, and doesn't have a conflict with the Leverman St intersection.

Second, for that same section we're going to assume dropping one eastbound travel lane and doing one of the following options. Option 1 is to actually move the curb to provide a multi-use path where the eastbound travel lane is currently. Option 2 is to use traffic separators to make that lane a two-way bikeway, and then do sidewalk infill on the south side for pedestrians. Both options avoid any tree impacts, which we've determined is critical. There are way too many mature trees for it to be feasible to run the trail behind where the curb is currently. It's also nice that the lighting is on the south side and both options would have the bike path well-illuminated.

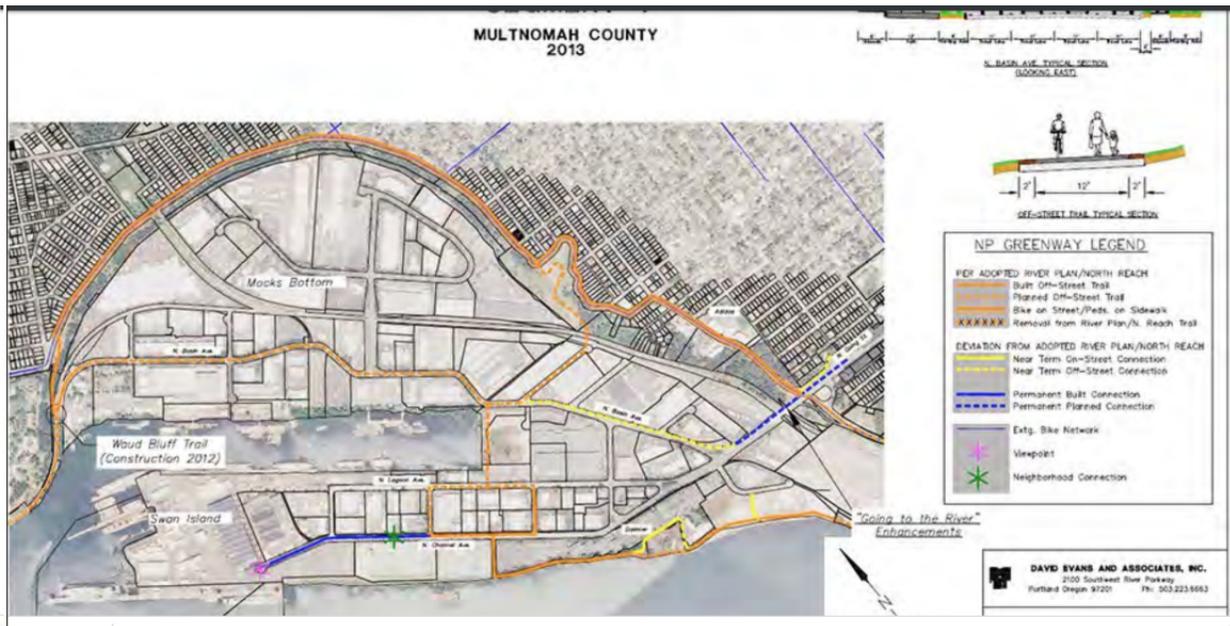
Third, the idea of dropping a lane seems like an easy lift north/west of Leverman, since volumes are pretty low. It will be a heavier lift south/east of Leverman, but it doesn't seem out of the question. It all depends on how much it would back up traffic on Leverman itself to remove the dual left turn. Unfortunately, we are unable to collect any valid traffic data right now because Covid appears to be affecting traffic volumes in that area. Some of the freight businesses must be shut down temporarily. So this effort will have to include a footnote that

additional traffic analysis would be needed to move forward with the project. Fourth, we didn't see any good opportunities to drop any lanes east of the boat ramp, and since the bike path on Going St already narrows to about 8 feet (basically just a sidewalk) approaching Basin, our strategy for Basin from Going to Emerson would be to remove obstructions from the sidewalk as much as possible (these trees are immature and not very healthy anyway), maybe some widening where we can, move signs, etc, and provide way-finding. Not ideal width for a bike connection, but so it is. It's not technically part of the NoPo Greenway alignment, so it seems good enough. Once people reach Emerson, they would cross at the signal and perhaps there could be a bikeway connection through the boat ramp parking lot to reach the trail.

Finally, we decided not to pursue the idea of using the old railroad right-of-way and BES easement to get to the boat ramp. It seemed pretty challenging to cross multiple docks and private properties.

Zef Wagner | Transportation Planner  
PBOT

After the meeting, Francie shared this screen shot from the City Council's 2013 adopted trail alignment plan which shows Basin Ave to Going with the permanent trail jogging the boat launch and an interim trail following Basin all the way to Going due to private property from the boat launch to N Lagoon Street:



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<https://www.portlandoregon.gov/parks/article/469549>

The Board discussed by email setting up a visit to Basin Avenue with Zef to discuss project details and goals. As of this writing a specific date was not set.

Jonathan Maus reported on the Basin Ave project on BikePortland. Board members were encouraged to read and comment on the article to show support and increase visibility of npGreenway among the BikePortland readership.

2. Willamette Cove: Francie recapped that she and Lenny obo npGreenway signed on to a 2/22/2020 letter from the Portland Harbor Community Coalition (“PHCC”) to Metro outlining community and preliminary design priorities and asking Sam Chase to request that WC come as a topic of discussion at a Metro Council meeting once DEQ has proposed a remediation plan. (Copy of letter attached to June 2020 Board meeting minutes.)

The Board voted to approve and send to Sam Chase with a cc to Katie Weil, Metro Lenny’s draft resolution:

**Whereas the City of Portland for over 20 years has sought to increase its citizens access to the Willamette River (River Renaissance, N. Reach River Plan, N. Portland Greenway alignment study, etc.)**

**Whereas Metro has owned Willamette Cove property for over 20 years and failed to date to clean up and develop the property,**

**Whereas Metro has developed a half dozen prime natural areas and parks in suburban locations,**

**Whereas Metro and the Port of Portland have legal obligation to clean up this river front property,**

**Whereas Trails and access to nature are widely accepted as essential to a healthy and prosperous community,**

**Whereas Trails, separated from motorized traffic, are essential for climate friendly transportation to jobs and other destinations,**

**npGreenway (aka Friends of N. Portland Willamette Greenway Trail) urge that Metro, City of Portland and Port of Portland thoroughly clean up and then develop, for both active and passive recreation, the Willamette Cove property, including removal of all toxic material, preservation of all older trees, construction of a 14’ hard surface Trail adjacent to the UP rail line, provision for soft trail access to at least two areas on the River.**

**We believe this can be accomplished in partnership with the Portland Harbor Community Coalition through careful analysis of toxic and contaminated material and project design with the provision of adequate funds from Metro, the City and the Port.**

**The citizens of North and inner NE Portland deserve no less than first class access to nature, to their River and to employment destinations to the north and south along the River.**

**Signed:**

**npGreenway Board**

The Council sent an email inviting attendance at their meeting for comment. Francie will attend. This cleanup is separate from the Superfund Cleanup but will be done in tandem with it.

3. Columbia Boulevard Bike/Ped Bridge Work: Report from Mel Huie

KPFM engineers are doing the 30% drawings which are needed to arrive at cost estimates. Metro requires 1% of contract price to be spent on public art. Regional Arts Council (RAC) will use its regular process. Brian Burillo's work has been selected for other projects. Outreach for trials in the Bond measure will commence in full soon. Metro just hired Umberto to do outreach work.

4. Trail Tours: Virtual and Live:

Lenny proposed that we create virtual/video tours of the trail, narrated by those with knowledge and filmed by those with tech knowledge. Charity volunteered to film, Lenny to narrate. Cynthia offered to assist. Ash Grove Cement Road, Bluff Rail Line and Columbia Crossing were suggested areas for video tours.

At the same time, Francie advocated for actual tours with politicians currently running for office. The following is a list of candidates and Board member volunteers for contacting and touring:

Candidate/Office	Contact	Tour
<u>PDX City Commissioner</u>		
Chloe Eudaly	Francie	
Mingus Mapps	Francie	
Loretta Smith		
Dan Ryan		
<u>Metro Council:</u>		
Mary Nolan		
Chris Smith		
<u>Mayor</u>		
Wheeler	Jay	
Sarah Ionarrone	Jay	

5. Portland Parks Foundation Meeting

Pam explained that the Foundation would meet on 7/15 with Dan Ryan and Loretta Smith providing a good opportunity to ask questions about the candidates' experience and opinions about trials. Board members were encouraged to share ideas of questions

they might be asked so that any Board member attendees would have a several good questions readily available.

6. Bandana Project:

The Board voted to allow Charity and Cynthia to design and make bandanas, using the brochure map and npGreenway name/logo and to spend up to \$3,000 on them, with the goal being to produce them as soon as feasible for use as bandanas and COVID face masks.

Respectfully submitted,  
Cynthia Newton