

TABLE 1 SEGMENT SUMMARY

Segment	Logical Termini <sup>1</sup> (Connections)	Length	Trail Cross Section <sup>2</sup>	Major Crossings <sup>3</sup>	Ownership/ROW Requirements <sup>4</sup>	Estimated Cost
<b>Segment 1:</b> Kelley Point Park to N Columbia Boulevard	Connects Kelley Point Park with Chimney Park via the Smith and Bybee Wetlands Natural Area.	2.1 miles	<ul style="list-style-type: none"> <li>Off-street trail</li> </ul>	<ul style="list-style-type: none"> <li>Existing N Lombard Street undercrossing</li> <li>New North Slough Bridge</li> <li>Modifications to existing Landfill Bridge</li> <li>Modifications to the existing at-grade Union Pacific Railroad (UPRR) tracks</li> </ul>	Easements: Port of Portland, Metro, City of Portland Bureau of Environmental Services (BES), Bonneville Power Administration, Oregon Department of State Lands, Union Pacific Railroad (UPRR)	\$7,353,155
<b>Segment 2:</b> N Columbia Boulevard to N Pittsburg Avenue	Connects Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and the St. Johns neighborhood and pedestrian district with the existing NPGT on the BES property along the river.	2.1 miles	<ul style="list-style-type: none"> <li>Off-street Trail in Chimney and Pier parks and along part of N Decatur Street</li> <li>Shared roadway and sidewalks from Pier Park to N Catlin Avenue, N Decatur Street, portions of N Decatur Street, N Crawford Street, and N Pittsburg Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Grade-separated crossing over N Columbia Boulevard between St. Johns Landfill and Chimney Park</li> <li>Existing N Lombard Street at N Reno Avenue</li> </ul>	Portland Parks & Recreation and Portland Bureau of Transportation; ODOT	\$1,602,980
<b>Segment 2 Gap (Future):</b> Predominantly off-street from Pier Park to Baltimore Woods	Connects Pier Park to Baltimore Woods with planned and existing sections of trail through the Crown, Cork, and Seal property.	TBD	<ul style="list-style-type: none"> <li>Off-street trail</li> </ul>	<ul style="list-style-type: none"> <li>N Lombard Street</li> </ul>	Easements: Crown, Cork, and Seal; additional private owners	TBD
<b>Segment 3:</b> N Pittsburg Avenue to N Basin Avenue	Connects the BES property with Swan Island via University of Portland and Willamette Cove; utilizes portions of existing trail.	2.7 miles	<ul style="list-style-type: none"> <li>Off-street trail</li> </ul>	<ul style="list-style-type: none"> <li>Existing at-grade UPRR (N Pittsburgh Avenue)</li> <li>Existing undercrossing of Burlington Northern Santa Fe Railroad line</li> </ul>	Easements: University of Portland, UPRR, McCormick & Baxter, Lampros Steel, Metro	\$11,375,100
<b>Segment 4:</b> N Basin Avenue to N Going Street	Connects Waud Bluff Trail to N Going Street	1.9 miles	<ul style="list-style-type: none"> <li>Cycle track and sidewalks on N Basin Avenue</li> <li>Off-street trail along south end of N Basin Avenue</li> </ul>	<ul style="list-style-type: none"> <li>New marked bike/ped crosswalk on N Basin Avenue to access trail along N Basin Avenue</li> </ul>	Within City of Portland ROW or public ownership	\$4,043,400
<b>Segment 5:</b> N Going Street to Eastbank Esplanade	Connects Swan Island with downtown Portland via the "Going to the River" sidewalk improvements and through the Rose Quarter, utilizing portions of existing infrastructure.	2.7 miles	<ul style="list-style-type: none"> <li>Off-street separated trail along N Greeley Avenue</li> <li>Existing bike lanes and sidewalks on N Interstate Avenue and sidewalks on N Larabee Avenue to N Interstate Avenue</li> </ul>	<ul style="list-style-type: none"> <li>New crossing of N Going Street</li> <li>At-grade crossing of N Broadway Street</li> </ul>	Easements: Potential along N Greeley Avenue	\$5,620,700
<b>Segment 5 Gap (Future):</b> Off-street trail; Albina Yard to Eastbank Esplanade	Connects Albina Yard and the Eastbank Esplanade along the river with planned and existing trail sections.	TBD	<ul style="list-style-type: none"> <li>On-and off-street trail</li> </ul>	<ul style="list-style-type: none"> <li>NE Broadway Street</li> </ul>	Easements: UPRR and additional private owners	TBD

1 Logical termini are determined by access, connections, and implementation factors.

2 The typical off-street trail cross section is multi-use, between 12 and 14 feet wide, except for boardwalks and bridges, which are 14 to 16 feet wide. Some areas of off-street trail may be narrower. On-street trail sections will have bicycle and pedestrian features appropriate for the Average Daily Traffic (ADT) and street designation.

3 All trail roadway crossings will be marked according to applicable standards and to provide safety for trail users.

4 Additional temporary construction easements may be necessary.