

What We've Learned About Riverfront Access, Trails and On-land Recreation in the South Reach

The following summary is based on public input from project meetings and events, presentations at community meetings and the draft *River Plan/South Reach Existing Conditions* draft report.

ACCESS TO THE RIVERFRONT

Public access to the riverfront area in south reach is generally good. There are exceptions:

Eastside

- There is no direct access from Brooklyn neighborhood to Springwater Corridor Trail and river – suggest one of 3 possible alignments for access: 1) SE Haig St. 2) Holgate St. where former floating homes existed, and 3) a separated public trail connection along the existing Ross Island Sand and Gravel road down to their trail area parking lot.
- A pedestrian overpass over railroad corridor like the one in N. Portland (e.g., Wauds Bluff Trail on Swan Island) may be needed for Brooklyn access to riverfront.
- There is interest in additional access to the Springwater Corridor east of Oaks Bottom Wildlife Refuge. Some concern has been expressed regarding the potential environmental impacts of this access.
- Steep slope limits river access at SE Linn Street.
- Access to Ross Island is impossible without getting there by watercraft.
- Access to Ross Island should not be allowed.

Westside

- Access to Powers Marine and Staff Jennings open space areas are problematic and not ADA accessible.
- Direct access to Willamette Greenway Trail in Johns Landing and north to South Waterfront is limited.

Overall

- There needs to be more ADA accessibility to the river.

RECREATION OPPORTUNITIES – DESIRED IMPROVEMENTS AND CHALLENGES

There are numerous public recreational opportunities that can be made even better:

Eastside

- Better utilize and manage parking in the area around Sellwood Riverfront Park and Oaks Amusement Park. Have signage that lets Sellwood Riverfront Park users know when parking lot is full.

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- The dog park area at Sellwood Riverfront Park is very popular and needs to be enclosed. Dogs are loose throughout the park, creating waste and conflicts with other park users.
- Consider development of a Sellwood Riverfront Park Master Plan to determine how to better serve all users of this popular park. To support this future master plan, conduct a user survey of Sellwood Riverfront Park as a part of the River Plan/South Reach effort to understand the needs of different park user groups.
- Address seasonal flooding/drainage issues at Sellwood Riverfront Park.
- Leave Sellwood Park as is, it does not need any changes.
- Add overlook, potentially using existing pilings, with picnic tables and historic markers in area just north of the Ross Island Sand and Gravel facility along the west side of the Springwater Corridor Trail in Brooklyn.
- Provide a zipline above Oaks Bottom Wildlife Refuge.
- Enforce prohibition on off-leash dogs at Oaks Bottom Wildlife Refuge.

Westside/Overall

- Design and develop the Powers Marine open space to provide active uses and greater personal safety; today it is a party place.
- Provide picnic tables at Staff Jennings open space.
- Provide more signage between parks and signage to show where public parking is available. Public parking off the trail is not well-marked/widely known, nor is public parking and daytime access to Willamette Moorage Park.

TRAILS

Existing trails are popular with commuters and recreationalists, and there are ideas for trail improvements and future connections.

For existing trails:

Eastside

- Provide a gravel pedestrian path next to the paved trail in Oaks Bottom Wildlife Refuge because pedestrians (especially seniors and children) are not safe with fast bicyclists on the trail.
- The Springwater Corridor Trail is a bicycle freeway and is unsafe for pedestrians. Consider a separate parallel route/trail for pedestrians and wheelchair users.
- Make traffic improvements to the SE Spokane Street intersection with Springwater Corridor Trail as it is unsafe. Potential solutions include larger/visible traffic signs and a traffic signal.

Westside

- The Greenway Trail is a highly-used transportation corridor that creates conflicts between the various users, including bicyclists, pedestrians, non-motorized boaters accessing the riverfront and others.

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- Visibility is limited at some locations, creating a hazard for bicyclists and pedestrians using the trail.

Overall

- Complete greenway trails so there are no gaps in the corridors.
- Delineate bicycling and walking areas on trails, post signage about speed limit/rules of trail and provide benches, restroom facilities and drinking water along the corridors.
- For the entire trail and greenway area, incorporate indigenous history, site information and art, more viewing decks from trails, and more green walls for both private and public areas.
- Maintain and widen trails due to a lot of users.

For new trails:

Eastside

- Coordinate with adjacent jurisdictions and/or property owners to connect the Springwater Trail to Milwaukie's trail system.
- Connect Sellwood Riverfront Park, Sellwood Park and Oaks Amusement Park by off-road trails.

Westside

- Determine options for connecting the Greenway Trail to Lake Oswego via a bicycle and pedestrian trail. Potential solutions include utilizing the existing trolley line corridor that extends from Johns Landing.

Overall

- Make trail connections from south reach to the larger trail system in SE and SW Portland and beyond.

SCENIC VIEWS, VIEWPOINTS AND VIEW CORRIDORS

The scenic South Reach has public views that more people can appreciate with the following additions:

Eastside

- Establish viewing platforms along the Springwater Corridor Trail.
- Provide more benches along the Sellwood Boulevard scenic drive.
- Improve the existing viewpoint at the end of SE Linn St. It is currently dangerous due to the steep slope and deteriorating viewing platform.

Westside

- There are opportunities for new designated viewpoints along the Greenway Trail, including near the flag pole at the end of SW Pendleton St.

Overall

- Retire existing identified public views that no longer provide scenic benefits and add new publicly accessible views.

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- More signage at viewpoints (the public doesn't know they exist).

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