



# South Waterfront Willamette Greenway



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*The South Waterfront Greenway will fill a key 0.5-mile gap in the regional trail network by adding a spectacular riverfront trail and public park along the west bank of the Willamette River in downtown Portland.*

This project will fill the last remaining gap in the dual (one for people biking, one for people walking) Willamette Greenway Trail in the South Waterfront neighborhood of Portland. There has been no trail installed between the barge construction slipway and the Marquam (Interstate 5) Bridge due to the absence of redevelopment in this 33-acre area which would trigger trail construction.

This is a major trail of Statewide significance (described in Oregon’s Land Use Planning Goal 15) and will connect thousands of people in the region to employment centers and other destinations in downtown Portland, John’s Landing, and Sellwood. It offers a unique opportunity to add public park space and invite people to connect directly with the Willamette in downtown Portland, an area where access to the water via the west bank is very limited.

### Project Partners

- **Lead agency: Portland Parks & Recreation (PP&R)**
- TriMet
- Oregon Health & Science University (OHSU)

### Total Estimated Project Cost

- \$16-38 million
- *The high cost of completing this short trail gap is due to improvements needed in the upland area including seven acres of habitat enhancement and parkland development, along with public docks and a bridge for the trail over the barge*

*slipway. The segment of trail between the Tilikum Crossing Bridge and the Marquam Bridge is estimated at around \$16 million, and has existing funding of \$4.6 million, leaving a gap of \$11.4 million. The entire ½-mile stretch is estimated at \$38 million.*

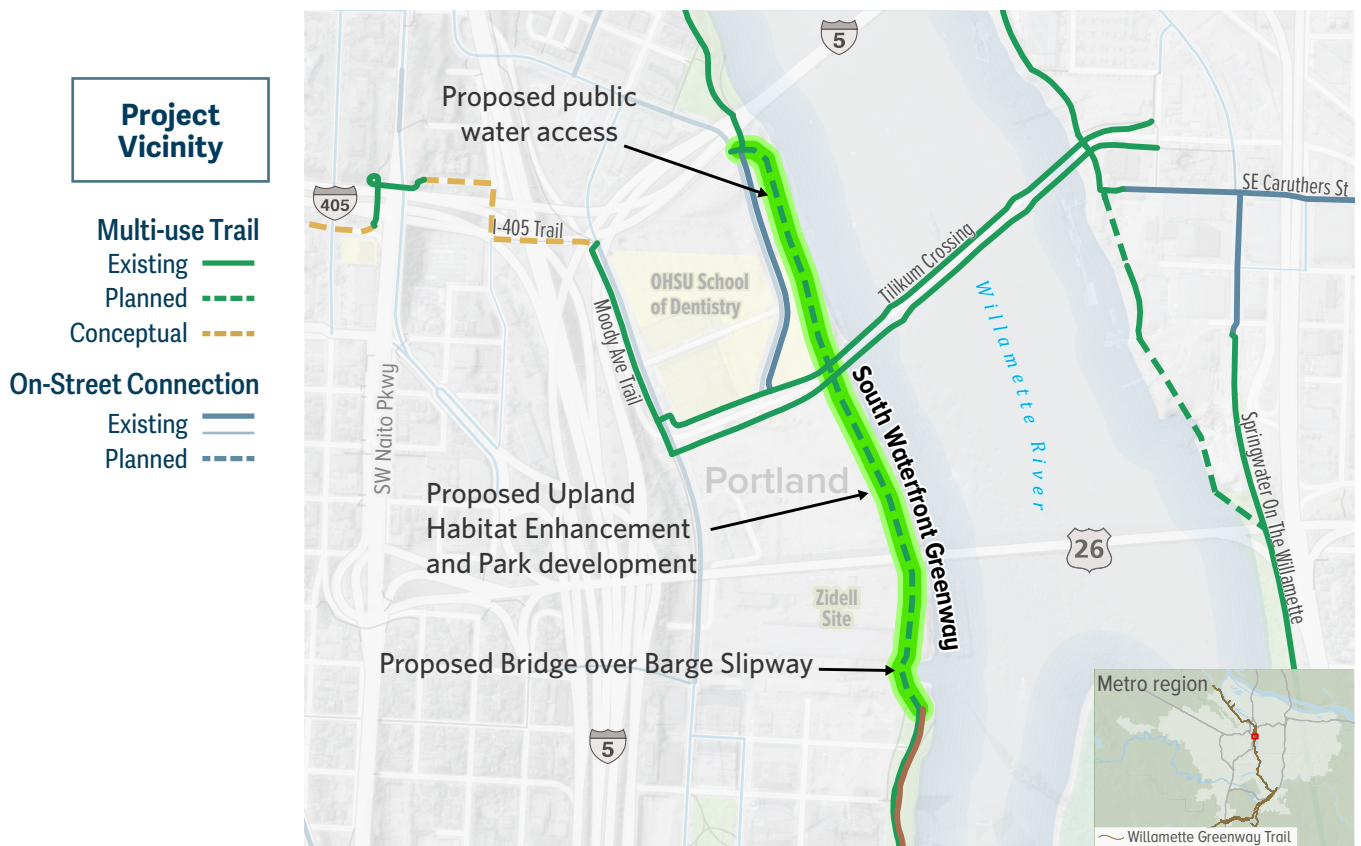
### Remaining Funding Gap

- \$25 million
- *Approximately \$4.6-10 million is already dedicated from project partners including TriMet, OHSU, the North Macadam Urban Renewal District, and City of Portland.*

*In Summer 2024 Metro staff collaborated with local agency partners to compile a list of “shovel-ready” projects key to building out the regional trail system, with fact sheets that can be used to advocate for and secure state, federal, and private funding for trail design and construction.*

*Graphics are for illustration purposes only and may not reflect final designs.*





### State and Federal Coordination

The trail and park will be built across the former Zidell Yards barge building site, which has undergone extensive environmental cleanup. The site is still considered a brownfield and construction and design will require coordination with Oregon Dept. of Environmental Quality.

### Estimated Annual Project Outcomes and Impact When Project is Complete<sup>1</sup>

- Trail users: 1,260,000
- Tons of greenhouse gases reduced: 62
- VMT<sup>2</sup> reduction: 138,000
- Enhanced amenities benefits<sup>3</sup>: \$804,000
- Emission benefits: \$17,000
- Health benefits: \$914,000
- Total emissions, amenities, and health benefits: \$1,735,000

<sup>1</sup> - These benefits were calculated using outputs from the Metro travel demand model and guidance from the forthcoming NCHRP 08-149 Report. Values are in 2022 dollars.

<sup>2</sup> - Vehicle Miles Traveled

<sup>3</sup> - Enhanced amenity benefits include reductions in travel costs and quality improvements experienced by the user.

### Major Opportunities & Constraints

The concept design, completed in 2017, established a unified vision for the site based on extensive community and stakeholder input. The South Waterfront Greenway will add significant park space and river access in the heart of Portland. It will expand and improve equitable access to job sites, schools, commercial centers, and transportation hubs in a densely populated, highly developed area, and will provide non-motorized access to economically disadvantaged and BIPOC populations who commute to, work in, and live in the central city.

All the right-of-way for trail is secured (required by City Code), and with the provision of funding the project could proceed with construction drawings and construction.

### Project Contact

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