



North Portland Greenway: North Slough Bridge



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This project will fill the last remaining 1.3-mile gap in the Willamette Greenway Trail between Cathedral Park and Kelley Point Park at the confluence of the Willamette and Columbia rivers.

This project completes the last leg of the upper Willamette Greenway Regional Trail, a trail of Statewide significance, included as Goal 15 in Oregon’s Land Use Planning Goals. It includes a new bridge over the north Columbia Slough adjacent to Smith & Bybee Wetlands. The census tracts served in this area are among the most diverse and economically disadvantaged in the Portland region. The trail connects neighborhoods with employment centers, and offers access to a wealth of unique urban habitats and diverse nature experiences.

State & Federal Agency Coordination

This project would not require much coordination with State and Federal agencies. However, it is important to note that this particular section of trail is a key

Project Partners

- **Lead agency: Portland Parks & Recreation**
- Portland Bureau of Transportation
- Port of Portland
- Metro

Total Estimated Project Cost

- Up to \$14 million
- *The total estimated project cost is likely to be roughly split between constructing the bridge over the slough and rehabilitating and improving the existing trail corridor north to Kelley Point Park.*

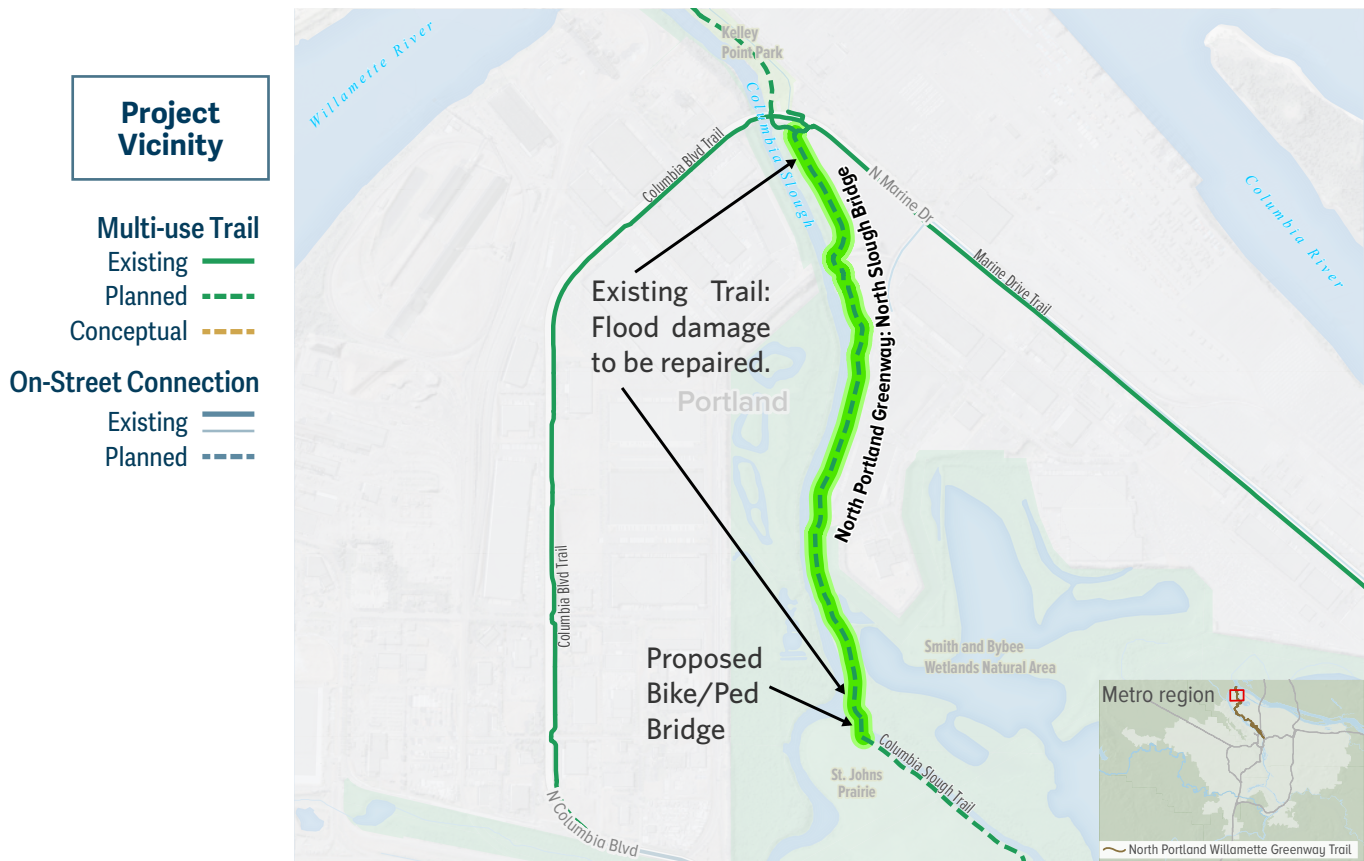
Remaining Funding Gap

- \$14 million

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.





component of the State of Oregon’s Comprehensive Plan Goal 15 for the Willamette Greenway, connecting communities all along this river to the confluence with the Columbia River. In previous years, this section of the Greenway Trail has been part of numerous federal funding cycles, including TIGER grants, and the Regional Flexible Fund Allocation (RFFA) process (funded by the Federal government, and administered by Metro).

Estimated Annual Project Outcomes and Impact When Project is Complete¹

- Trail users: 13,000
- VMT² reduction: 1,000
- Enhanced amenities benefits³: \$12,000
- Health benefits: \$14,000
- Total amenities and health benefits: \$26,000

¹ - 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.

² - Vehicle Miles Traveled

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

Major Opportunities & Constraints

The south end of the project connects to the planned St. Johns Prairie Trail, which will offer visitors a unique habitat and aesthetic experience atop a decommissioned landfill, however significant challenges remain with providing public access to this sensitive site.

The project has already completed early design drawings, and 100% of the right-of-way is secured. If remaining funding were provided, the project could move to complete construction drawings and proceed with construction.

Project Contact

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