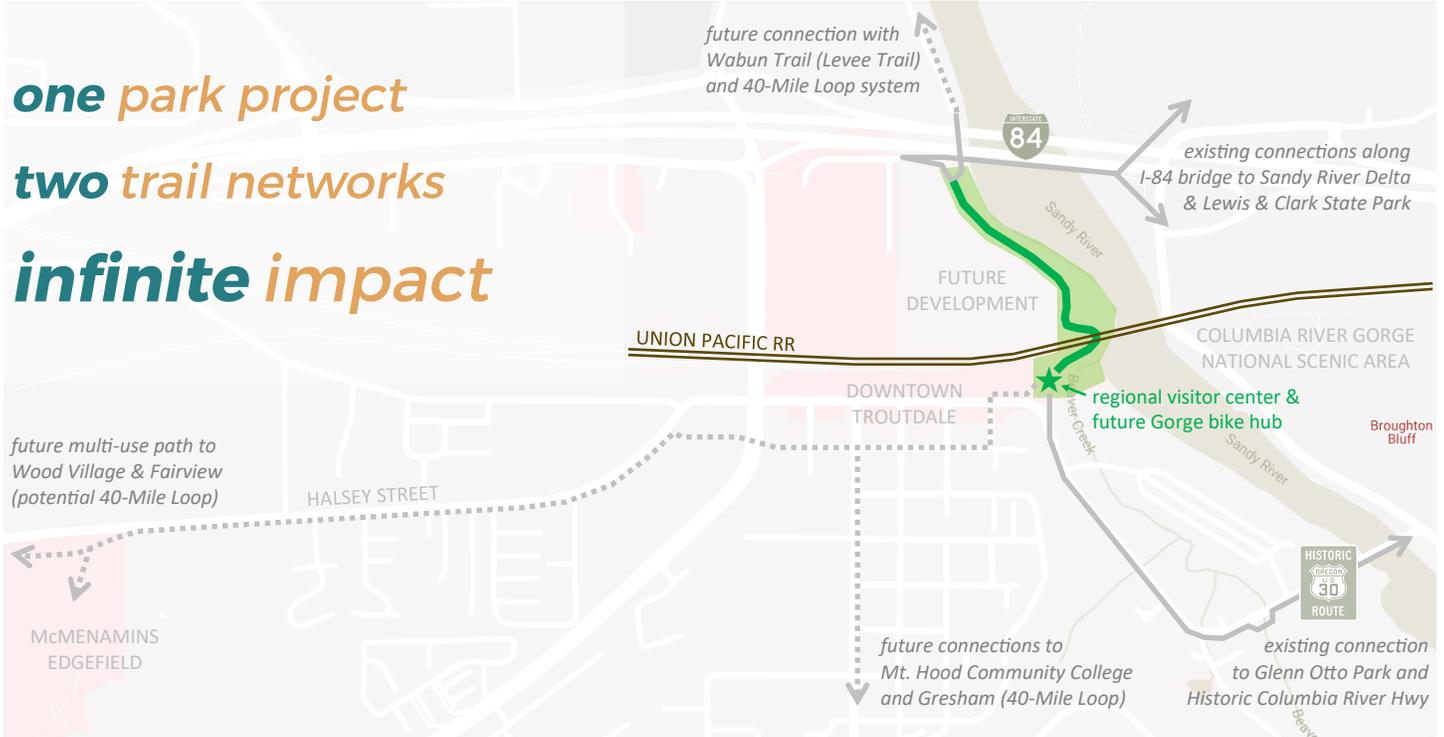




Sandy River Greenway Riverfront Trail & Park

one park project
two trail networks
infinite impact



Quick Facts

- ◆ Request for bond funding: \$1,945,800
- ◆ Total project cost: \$3,537,818
- ◆ 60% design complete; 90% is underway
- ◆ 1,500 foot long, 12-foot wide multi-use trail connecting existing I-84 trail segments to downtown Troutdale and other current and future pathways.
- ◆ Trail connection would link together the two sections of the riverfront park.
- ◆ Associated park improvements include three amenity areas, a meadow, and two overlooks to compliment the trail.
- ◆ Adjacent to downtown Troutdale and future mixed-use development site.
- ◆ Southern trail end connects with the regional visitor center and bike hub.
- ◆ Listed in Regional Active Transportation Plan, East Metro Transportation Plan, Regional Trails System Plan, and as a named project in bond resolution.
- ◆ Segment of the 40-Mile Loop and Columbia River Gorge trail networks.

Project Area

The project area stretches nearly a quarter-mile along the Sandy River, spanning from I-84 to the north to downtown Troutdale to the south. The area is bisected by an active line of the Union Pacific Railroad. To the west is The Confluence at Troutdale, a 16-acre future redevelopment site in the community's urban renewal area.

The project would connect two regional trail systems (the 40-Mile Loop and the Columbia River Gorge) by tying into existing trailheads at the I-84 bridge with a future bike hub facility at the regional visitor center, located in the historic Depot in downtown Troutdale.

Purpose & Need

This project intends to construct a 1,500 foot multi-use trail and fully establish a 4-acre riverfront park facility to complement future mixed-use development within Troutdale's Town Center District.

The trail would provide a safe passage underneath an active rail corridor that splits the park into two sections. The park will also offer nature play opportunities, family picnic and gathering sites, and interpretive signage to signify the natural, cultural, and historic importance of this site, particularly for tribal communities. Opportunities for public art display and event programming are also factored into the project.

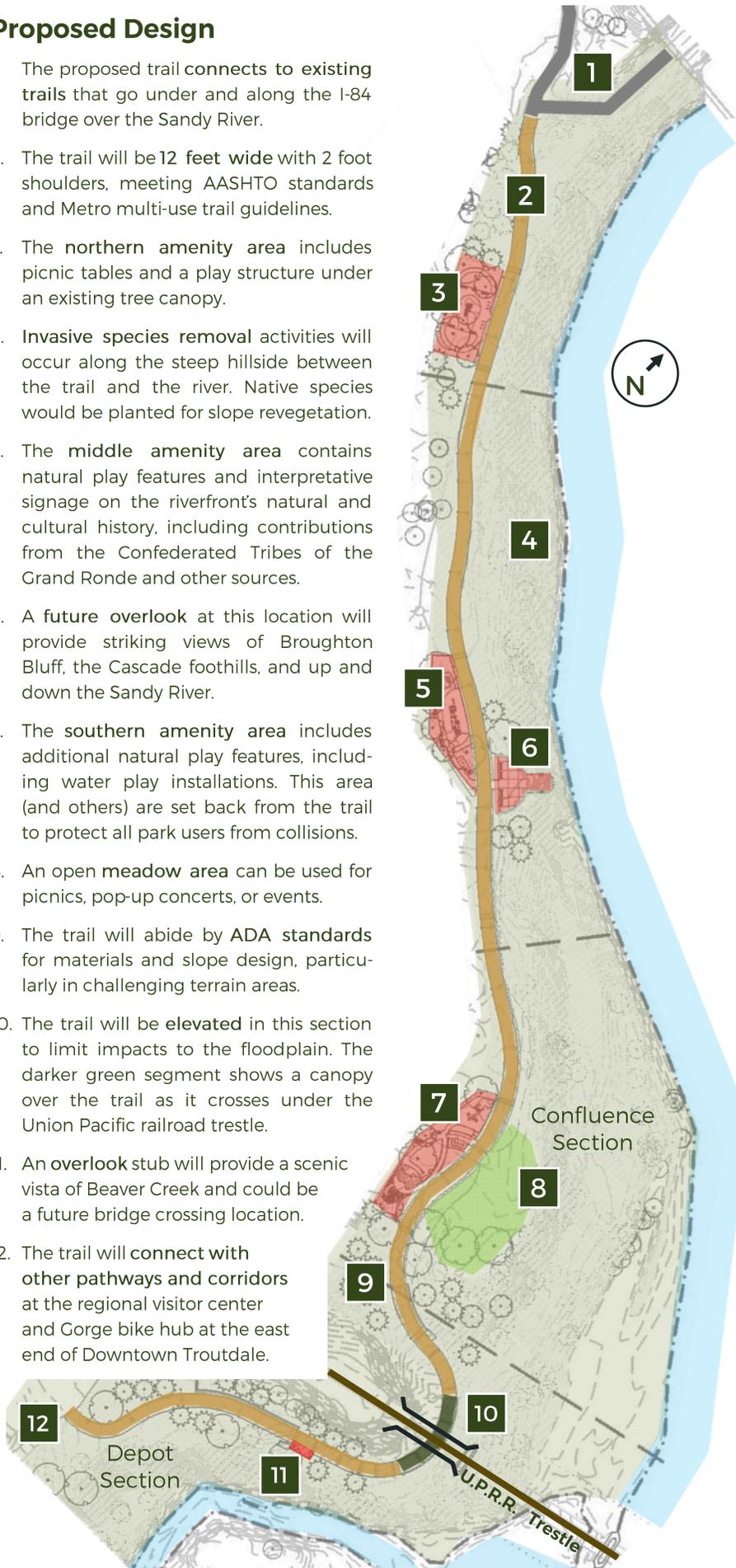
Partners in Design

Our design professionals completed 60 percent design work and are working towards a 90 percent in spring of 2022.



Proposed Design

1. The proposed trail connects to existing trails that go under and along the I-84 bridge over the Sandy River.
2. The trail will be 12 feet wide with 2 foot shoulders, meeting AASHTO standards and Metro multi-use trail guidelines.
3. The northern amenity area includes picnic tables and a play structure under an existing tree canopy.
4. Invasive species removal activities will occur along the steep hillside between the trail and the river. Native species would be planted for slope revegetation.
5. The middle amenity area contains natural play features and interpretative signage on the riverfront's natural and cultural history, including contributions from the Confederated Tribes of the Grand Ronde and other sources.
6. A future overlook at this location will provide striking views of Broughton Bluff, the Cascade foothills, and up and down the Sandy River.
7. The southern amenity area includes additional natural play features, including water play installations. This area (and others) are set back from the trail to protect all park users from collisions.
8. An open meadow area can be used for picnics, pop-up concerts, or events.
9. The trail will abide by ADA standards for materials and slope design, particularly in challenging terrain areas.
10. The trail will be elevated in this section to limit impacts to the floodplain. The darker green segment shows a canopy over the trail as it crosses under the Union Pacific railroad trestle.
11. An overlook stub will provide a scenic vista of Beaver Creek and could be a future bridge crossing location.
12. The trail will connect with other pathways and corridors at the regional visitor center and Gorge bike hub at the east end of Downtown Troutdale.

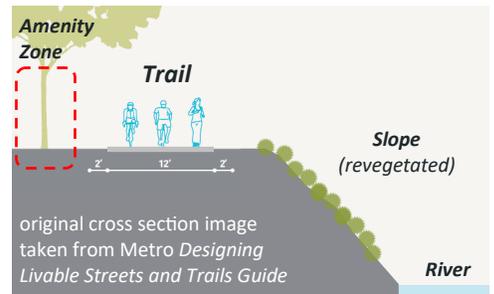


Trail Design & Cross Sections

Typical Cross Section

The Metro *Designing Livable Streets and Trails Guide* serves as the primary design template for the trail. At minimum, the trail will be 12 feet wide with two-foot shoulders along all ground-based segments. The trail will consist mostly of pervious concrete that will adhere to ADA standards and adhere to green design standards for stormwater management.

Opportunities to widen the trail will exist along much of the western side of the trail and may occur once adjacent development is being proposed to reduce congestion and collision risk. The amenity areas are each set back from the trail by design. Tactile pavement strips will alert users that they are entering a potentially congested area.



Elevated Path Cross Section

The elevated segment will be 12 feet wide with appropriate railing heights and will also contain a canopy to meet railroad permit requirements and ensure safety from any potential debris falling from the tracks. It will "thread a needle" by staying above the regulatory floodway and have an 18 inch clearance between the top of the canopy and the bottom of the trestle.

