

Minutes
Riverfront Board Meeting
August 4, 2003

Members present: Verbout, Green, Klein, Stacey, Wall

Members absent: Martin, Loaiza

Staff: Herrigel

Minutes

Stacey moved to approve June 16 meeting minutes. Verbout seconded. Motion passed 4-1.

Trolley Trail

Herrigel introduced Jane Hart and Mel Huie from Metro who were there to present the Master Plan for the Trolley Trail, a six mile bike and pedestrian trail running from the Jefferson Street Boat Ramp to Gladstone.

- Alta Planning and Design was the consultant that worked with Metro and the project partners to develop the master plan.
- A 19 person working group provided input to the consultant and the project team (Mart Hughes and JoAnn Herrigel were both members)
- The proposed path width is 12 feet with 2 foot shoulders
- The path would be multi-use with some sections developed for equestrian use as well
- Two members of the working group have expressed concerns about the 12 foot width (they prefer 8 to 10 feet) Project Team research found that 8-10 foot width might jeopardize the federal funds they have recently been awarded. An 8 foot asphalt path with grass paver strips along either side has been suggested as an alternative. Project Team research shows this alternative is more costly and potentially less safe. The Project Team has suggested changing the color of the asphalt, increasing landscaping in certain areas and potentially increasing the meandering nature of the path as ways to mitigate the perceived aesthetic issue arising from the 12 foot width.
- Proposed Trail heads are:
 - Jefferson Street Boat Ramp
 - Oak Grove Elementary
 - Risley Park
 - Concord, near Amazing Grace Church
 - Naef Rd property recently acquired by NCPRD
- A vegetative buffer or fencing is suggested for adjacent neighbors concerned about privacy and security
- One member of the working group was from the Sheriff's office and he conducted a safety audit
- The project will be built in phases. The first phase, including the engineering design for the whole trail and the construction of the first three segments of the trail, has been awarded MTIP funds. Money will be available in 2 ½ years (2006).
- August 18 is the end of the comment period for this project.

Group Questions:

Is this trying to be a natural trail?

Where it is in a natural setting, yes.

Surface will be asphalt?

Yes

Are you installing lighting?

As needed.

Couldn't you modify lighting where there is ambient light already?

So noted.

Could trail through wetland areas be something other than asphalt?

Probably not. We could look at permeable asphalt or build boardwalks.

Who will maintain it?

North Clackamas Parks and Recreation District.

Prefer path to on-street bike lane.

So noted.

When path goes in and there are nice flat smooth trail lengths – will you have trouble with motorcycles?

Metro doesn't think so. Further, Clackamas County Sheriff's office is committed to developing a trail watch program.

Would be nice to get bikes off of McLoughlin but don't want to have to cross too much asphalt to get to the Riverfront.

Metro staff acknowledged it would be important to balance the goals of all the related trail projects proposed for McLoughlin Blvd. between the boat ramp and River Road. These projects include McLoughlin Blvd. improvements (based on Metro Green Streets Program), the Trolley Trail, and ODOT's sidewalk project. . Metro will be represented on the City's final design advisory group for the McLoughlin project and will advocate for eliminating duplication of trails.

Trailhead at the boat ramp does conflict with the idea of decreasing parking at this site.

Also, during January –April fishing season the lot is packed.

So noted.

Have you spoken with ODS Health Plans Inc. about potential parking?

No.

How long will Trolley Trail take?

Metro has funds for the engineering design for the whole trail and construction of the first three segments down to Courtney . Funds will be available in 2005-2006.

Mel Huie noted that he understood that the Board really wanted less asphalt between downtown and the Riverfront. He said he understood their intent to connect the downtown to the Riverfront.

The Board voted 4-0 in favor of the following motion (made by Verbout and seconded by Stacey):

The Riverfront Board recommends that Metro and ODOT work together to minimize the number of trails, bike lanes and sidewalks separating Milwaukie's downtown and its Riverfront.

The group set their next meeting for September 8.

A motion was made by Stacey to adjourn, seconded by Wall. Motion passed 4-0.