

Minutes
Riverfront Board
February 11, 2004

Attendees: Mitch Wall, Michael Martin, Paul Verbout, Dave Green, Gary Klein
Visitors: Brion Barnett, Paul Shirey, Walt Bartel (David Evans and Associates)
Absent: Stephen Loaiza, Mike Stacey

Walt Bartel of David Evans & Associates walked the group through a cross section of the McLoughlin Blvd project. Issues rose included:

- Question regarding adequate space at medians for harboring pedestrians. Bartel said they were looking at the cost of installing push buttons in the median area for pedestrians.
- Gill Williams asked if the pavement on the crosswalks would follow downtown plan design specs. Brion said that staff would like to advocate for color or special material for these areas as specified in downtown plan

A description of the options being considered for accessing the boat ramp and treatment plant ensued. Following were the issues raised:

- Regarding entrance and design at Washington – Gary Klein noted that there was a fairly steep hill at Washington. Staff agreed.
- Green asked if access to the treatment plant was possible south of the Kellogg Bridge. Brion responded that staff and the consultant hadn't had enough discussions with the treatment plant folks and ODOT to determine the feasibility of that option.
- Verbout asked about the feasibility of a crossing at 22nd or River Rd as part of the transit center installation. Staff said they were not optimistic.

Other general comments:

- Green noted that the bike lanes for this stretch of McLoughlin were pushed by Metro and ODOT fairly heavily.
- Someone asked whether the Trolley Trail as a multi-use trail. That was confirmed.
- Verbout noted that we were losing about 30 feet of park with the McLoughlin design.
- Gill Williams said that the plan as originally conceived had a trail along McLoughlin and one down along the river. He said that the path along the River should be the wider path and the McLoughlin path should be thinner to encourage folks to move toward the river into the park. He asked if the McLoughlin path could be 6 feet wide. Paul Shirey said he didn't like the 6-foot width and that ODOT had said nothing smaller than 8 foot would work.
- Who maintains this walk along McLoughlin? Probably the City. But staff noted that everything from the Trolley Trail east (from north edge of Jefferson) is owned by ODOT.

- Mitch Wall said that the narrower the better along McLoughlin. Most people concurred with this.

Board members were polled regarding their preferences for width of the McLoughlin sidewalk and the River path. Following is the results:

	McLaughlin	River
Verbout:	10 ft	(Later – 12ft)
Green	8 ft	12 ft
Wall	8 ft	12 ft
Martin	10ft	12ft
Klein	6ft	12 ft

After some discussion, most of the Board agreed to recommend that the sidewalk along McLaughlin be no wider than 8 feet and that the Trolley Trail be curved down along the Riverfront. The Trolley Trail would be the specified 12 feet. A motion to this affect passed 4-1.

Green said he would attend the meeting with Mel Huie the next day to negotiate this position.

Paul Verbout agreed to attend the next McLoughlin Public Advisory Committee meeting.

The meeting was adjourned.