

Riverfront Board Notes
July 13, 2004

Members Present: Green, Martin, Stacey

Members absent: Klein, Wall

Minutes: No quorum, minutes not approved but no changes suggested.

McLoughlin Project Update: Herrigel reported that a Willamette Greenway application had been submitted to Planning Commission for the McLoughlin project. She noted that Gill Williams had reviewed the application and had suggested that the landscaping for the planting strip on the west side of McLoughlin may obstruct the view of the river for drivers on McLoughlin due to the types of plants proposed by David Evans and Associates. Herrigel said she had passed on Gill's concerns to DEA and City staff. She also noted that City engineering staff had responded to Gill's comments positively and had encouraged Gill to work with DEA landscaping staff to develop a more appropriate planting plan for the west side.

Those Riverfront Board members present shared Gill's concern and encouraged Herrigel to keep Gill in the loop.

Herrigel reported that a proposal for how the Trolley Trail and the 8 foot sidewalk should meet at Jefferson had been developed. She noted that, south of Jefferson, the Trolley Trail would curve west toward the multi-use trail. This way, bikers and recreational users of the Trolley Trail would be steered toward the multi-use trail rather than the 8 foot sidewalk. She added that north of Jefferson, a pedestrian walkway was proposed to allow those wanting to use the sidewalk along McLoughlin to get back to it.

The members present approved of this plan and suggested that the connecting walk from the multi-use trail to the 8 foot sidewalk be in the form of a sidewalk along the northern edge of the Jefferson Street entrance. It was also suggested that the triangle created by the Trolley Trail, McLoughlin and Jefferson (to the south of Jefferson) be landscaped to prevent cut-through walkers.

Boat Ramp Issues and Update

Herrigel reported on "incidents" that had occurred at the boat ramp the previous weekend involving trucks that had slipped into the water with boat trailers attached. She said the City had closed the ramp completely Monday morning. Wednesday of that week, the Oregon Marine Board had visited the ramp and done an investigation of the facility's condition. She noted that the Marine Board had forwarded a letter to the City with their findings.

Herrigel reported that she would be following up on the recommendations the OMB had made for short-term site modifications. However, she asked the group (once again) if they felt she should follow-up on the long term funding options offered by the OMB for major rehabilitation of the boat ramp.

Martin and Green said they thought the short term changes needed to be made to make the facility safe for the public and that any funding provided by the OMB not requiring a 20 year obligation should be pursued. However, they felt that any decision regarding the boat ramp's long term design and condition should be made within the context of the design for the entire Riverfront Park. They said they thought that the Riverfront Park design should suggest several design options (both with and without the boat ramp) and that public input regarding the boat ramp and its integration into the park could be solicited as part of the design review process.

Stacey said he would like to know what is to happen with the boat ramp before the end of the year so that the City might pursue a grant from the OMB during this funding cycle. He said he thought the deadline for applications for grants was March or April.

Herrigel said she thought that Celebrate Milwaukie Inc. might convey funds to the City for a final design after the Riverfest this year. She said if that were the case that a bid could be advertised for the final design shortly thereafter. If a design was produced in the winter it might be possible to have some options available by the first of the year. All noted that she was being optimistic (she hopes.)

Next meeting

August 10 or 16 were suggested as possible next meeting dates.