



Park & Recreation Board

PARB

Tuesday, July 22, 2003

7:00 PM to 9:00 PM

Conference Room – City Hall

MINUTES

Attendees: Mart Hughes, Kathy Buss, Kate McCready, Ray Harris, Rob Gabrish, Sherri Dow

Staff: JoAnn Herrigel

Absent: Joan Young ,

Meeting called to order by Chair Hughes at 7:00 PM

Open Period: No audience comments.

Minutes:

Minutes of the June meeting were approved as written.

Staff Updates:

Herrigel announced that Rob Gabrish had been appointed by City Council to the PARB.

Herrigel reminded the group of the July 26 Riverfront event.

She also noted that the final design for Homewood Park had been completed and that she would work with the NDA to submit an application to Planning Commission for a Community Service Overlay in the fall. She said a public meeting regarding a Spring Park Master Plan had been held in early July and that a Pre-Application meeting with Planning was planned for early August and a master plan submittal in the fall or winter of 2003.

Trolley Trail Presentation:

Jane Hart from Metro Parks and Greenspaces Program presented a summary of the Master Plan for the Trolley Trail, a six mile bike and pedestrian trail running from the Jefferson Street Boat 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.

PARB Questions:

- **Can you walk the whole trail?**
Some, but not all. Some areas are overgrown and because of neighbor's wishes will remain so.
- **Will it stay that way until funding is available?**
Yes.
- **Is it possible to do early opening for interim use. Can we do maintenance in the interim?**
Probably – Metro will talk to NCPRD and get back to us.
- **How wide is the Esplanade?**
14 feet? Springwater is 12feet. I-205 “feels like” 12
Hughes noted that there is not as much “social conscience “ on bike/ped paths as there is on roads. 16 feet would probably be more reasonable. With 12 feet we need to educate people as to safe use.
- **Page 56 – On Arista there will be no parking – is that a problem?**
Design Team will work with residents to be sure the best design is selected.
- **Could you build the path on one side only at Arista?**
Yes, there is a 60 foot ROW and enough room for bike lanes and sidewalks on both sides.
- **Page 52 – cantilevered design looks neat but wouldn't it be very costly?**
Yes, this area will be more expensive to construct due to physical constraints of r-o-w.
- **Use of Oak Grove Elementary as trail head – have you spoken to them yet?**
Yes, and the school principal is very interested in providing amenities that will add value to the project, including use of the parking lot as a trailhead.
- **Curving the path to keep speed down on path seems dangerous. Not sure of location in plan.**
– Hughes noted that it probably meant to put a curve in prior to the intersection to slow bicyclists as they approach intersection, but that the trail would cross streets at a 90% angle. Metro will look into it.
- **Why is Clematis listed as invasive?**
Hughes noted that particular species of Clematis will actually take trees down. He said Wisteria can also be very vigorous and destructive.
- **Why did Metro even look at the alternate alignment?**
Project Team was trying to find the safest alignment and physical constraints such as topography and existing utility poles.
- **Naef at Roethe – is culverting a priority?**
It is a priority for Oak Lodge Sanitary District, but don't think there is any money for this yet.
- **Who's responsible for fencing?**

Neighbors are responsible. The plan provides recommendation for appropriate landscape and fence types.

- **What surface types are considered?**

Asphalt with gravel base (not chip seal)

- **The plan says there are buried creeks along the path ROW. Does the team anticipate any problems there?**

This is an issue that will be addressed as part of the final engineering plan.

Audience Questions

- **Terry Bruce: Lives 3 inches from the trail. She will need a ten foot fence. She suggested that the public input sessions only occurred when people were working and she could never attend. She's concerned about drainage problems arising from additional asphalt in the area. She asked if an environmental Impact study had been done. She noted that there ARE NO drainage ditches in her area.**

- **Someone asked why concrete had not been proposed as a path surface.**

Hart responded that it was too costly.

- **A question was raised regarding signal at River Road and McLoughlin**

ODOT is aware of the problem with that signal. Hart said the master plan recommends improvements to 22nd Ave and McLoughlin to make it safer for crossing and funding for these improvements were incorporated into the MTIP application.

- **Will there be flashing beacons at cross walks?**

The final design review will look at options. Typically push buttons at cross walks are used.

- **A representative of the Oak Lodge CPO and Chamber of Commerce noted that the Sherriff's department is in favor of a 12-foot path. She also noted that the swales at Oak Grove Elementary are part of the old Broetje Pond. There were Broetje Redwoods here brought in by John Muir.**

- **Thelma Hagenmiller: She prefers an 8 foot path in some residential sections of the trail Putnam high school wants to use path for track practicing and 12-foot width would preclude another surface. She proposes 8 feet of ADA compliant surface and 8 feet of softer surface. This alternative, she noted would reduce the heat from the asphalt, be more aesthetic, be more appropriate for neighborhood areas and provide space for "kids in clumps" to get out of the way of other traffic. She said she prefers grass pavers as the alternative surface. She noted that the path in back of Kellogg Treatment Plant is less than 12 feet and it seems adequate.**

- **Does path have to be ADA compliant?**

Yes. Thelma H. said it has to be at least 8 feet wide. A retired coach from Putnam suggested contacting NIKE about the rubber asphalt they use on basketball courts – they might even donate it.

- **Have you spoken to schools?**

PSU students did a focus group with school principals and details of those conversations are in their report. (Thelma H noted that that info about track teams needs was NOT in the report the students did **Equestrians want additional unpaved surfaces**)

- **The Friends of the Trolley Trail have asked Thom Kaffun about setting up an Adopt-a-Trail program.**

- **The Friends have also reached an agreement with Metro re: maintaining some parts of the trail**

- **It was noted that there are five high schools in the trail area: Milwaukie High, Gladstone, LaSalle and Putnum (and one I missed)**

- **Off road vehicle problems were raised**

NCPRD and Metro are working on this

- Metro is placing piles of gravel where there are water problems as a temporary fix for the drainage issues along the trail. While under construction, signage is also being installed.
- **Hughes asked if it was appropriate for the PARB to send a letter to the NCPRD regarding maintenance projects to be completed in conjunction with the Friends. He said he'd be supportive of encouraging the District to work together with the Friends on these projects.**
- **It was noted that there have been transients hanging out in the laurel hedges near the trail. Thelma said the Milwaukie Rotary has volunteered to work on the laurel hedges in Milwaukie.**