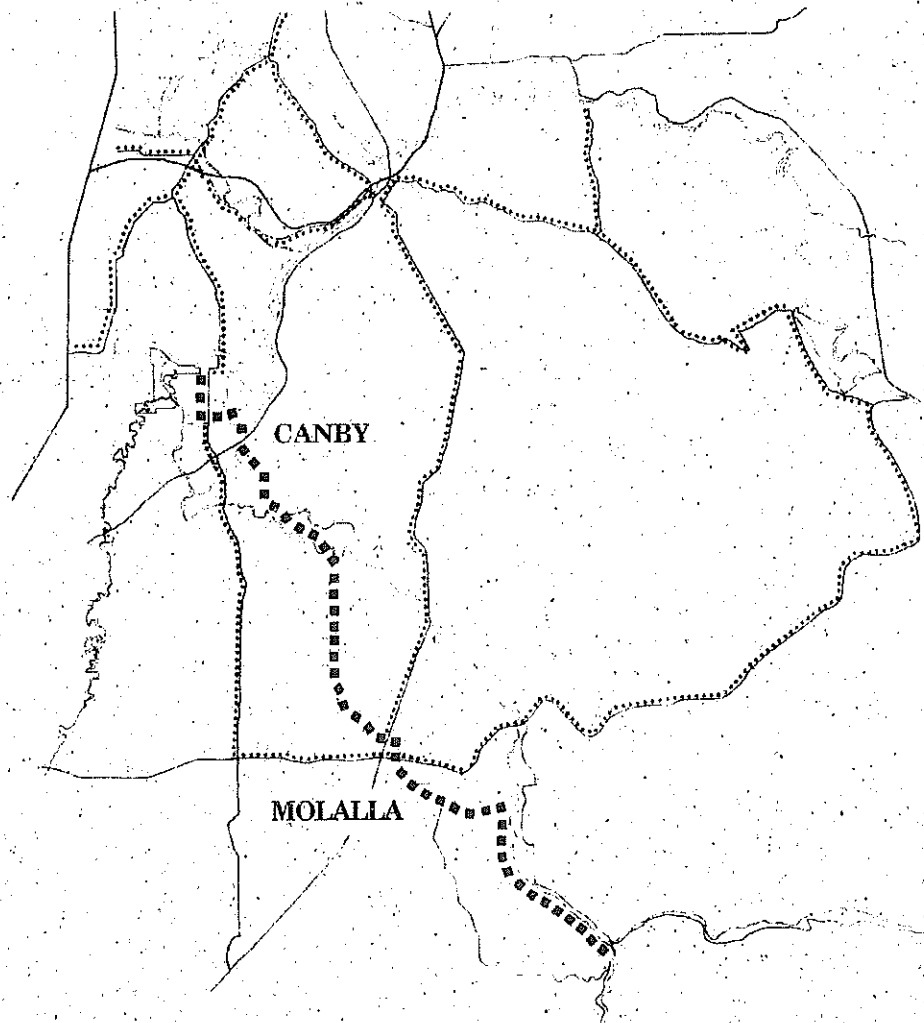
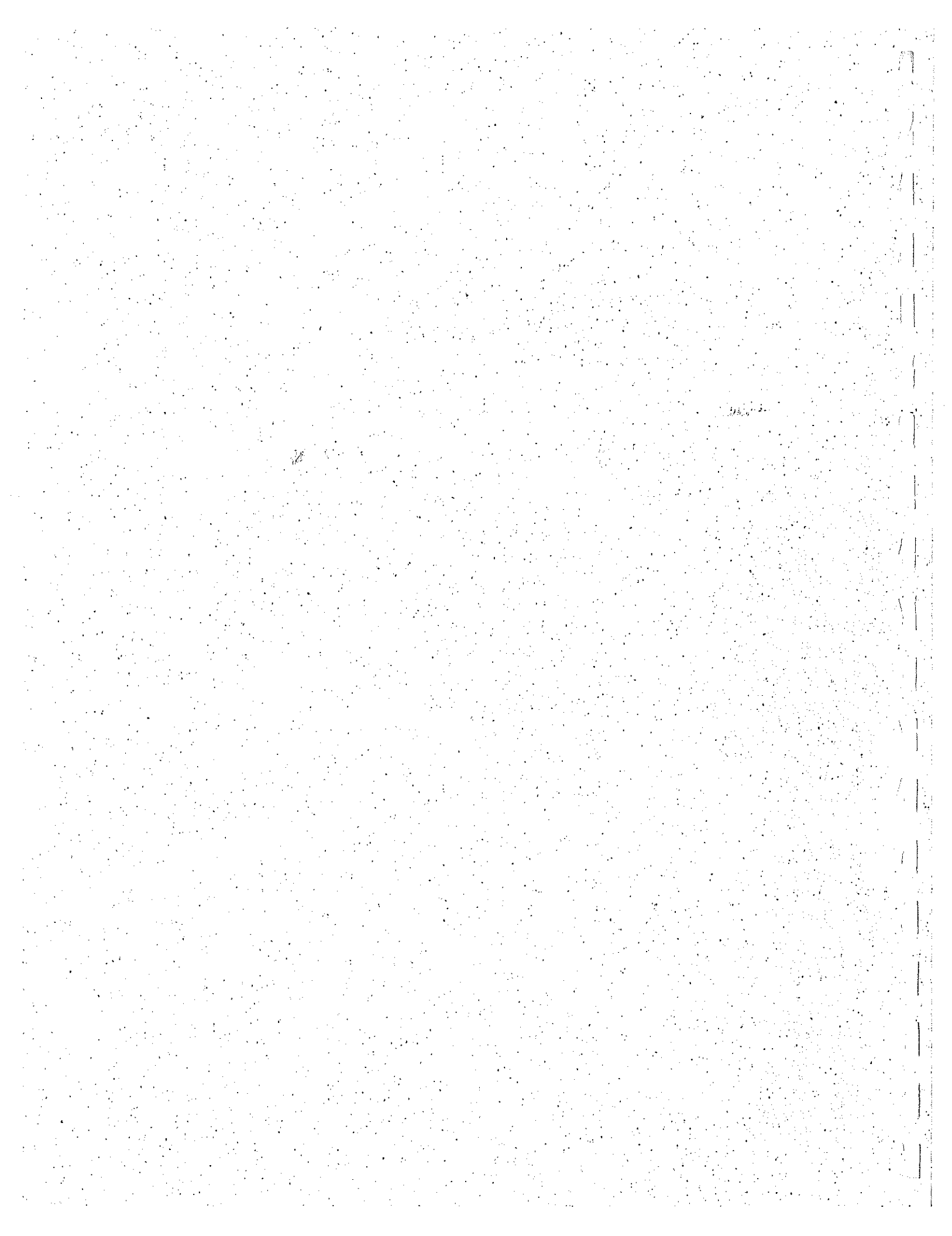

**THE MOLALLA RIVER PATHWAY PLAN
A DISCUSSION DRAFT FOR PUBLIC REVIEW**

*A Joint Project of the Cities of Canby and Molalla,
and Clackamas County*



otak

March, 1994



**MOLALLA RIVER PATHWAY PLAN
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ACKNOWLEDGEMENTS

The Molalla River Pathway Plan was developed as a joint effort of many individuals. Appreciation is expressed to the following individuals and organizations:

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Clackamas County Board of Commissioners

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**MOLALLA RIVER PATHWAY PLAN
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I. MASTER PLAN SUMMARY

The Molalla River Pathway Plan is a blueprint for a unique biking, walking and equestrian trail on the historic Molalla Forest Logging Road in Clackamas County. When completed, it will extend 22.5 miles from Molalla River State Park in Canby to the Glan Avon Bridge in the foothills of the Cascades.

The two key purposes of this Plan are to:

- Set a vision for pathway;
- Outline the preferred route, improvements, costs and governance of the pathway. This will set the stage for meaningful discussions with affected property owners and the public.

This plan proposes completion of the Molalla River Pathway in six phases, at an estimated cost of \$3,440,000. The key actions are: (1) right-of-way and land acquisitions; (2) pathway improvements; (3) road crossings; (4) river crossings, and; (5) trailheads and waysides. Management of the pathway will be administered initially through an intergovernmental agreement between Canby, Molalla and Clackamas County. Ultimately, park and recreation districts at the north and south end of the pathway will likely take over management, operation and maintenance.

The plan has been jointly prepared by the City of Canby, the City of Molalla and Clackamas County. The cities and county were assisted by planners and landscape architects from OTAK, Inc. and citizens representing bicycle, equestrian, economic development and park and recreation interests. A preliminary draft of the plan completed in August, 1993 led to a \$267,000 federal grant, with approximately \$66,800 in matching local funds, for improvements to the pathway sections that are currently in public ownership.

This plan is a Discussion Draft for public review. The next step is to solicit public input in order to refine the plan, address site specific needs of affected property owners, and widen the base of support for implementing the vision.

**MOLALLA RIVER PATHWAY PLAN
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II. INTRODUCTION

A. Why Create the Molalla River Pathway?

The Molalla River Pathway is an opportunity to revive an historic connection between Canby and Molalla. Built initially as a direct route for hauling forest products, it can now provide a safe alternative transportation route that is largely free of the high speed traffic on county roads. Parks, schools, businesses and recreational areas will be reached by bike, horseback, or walking through the peaceful and scenic beauty of Clackamas County's agricultural and forest land. Historic markers will tell the story of the Molalla Forest Logging Road and remind residents and visitors of the heritage of surrounding communities. Interpretive plaques will explain flora, wildlife habitat and the ecology of the river.

The Pathway will provide a unique and direct connection between the Willamette River and the upper Molalla River. Proximity to the Canby Ferry links the Pathway to planned regional bikeways. When the pathway is completed, the ambitious rider will be able to follow bike routes from downtown Portland to the wilderness and recreational areas of the Cascade Mountains.

B. The Planning Process

The master plan process for the Molalla River Pathway began in the summer of 1992 with discussions among City officials of Canby and Molalla. Those discussions expanded to include the Clackamas County Board of Commissioners. The three jurisdictions decided to pursue the project through the formation of a steering committee, comprised of local government, user groups and economic development representatives. In May, 1993, the three governments jointly hired a consulting firm, OTAK, Inc., to begin the actual master plan process for the Molalla River Pathway.

Analysis of the logging road was conducted from bikes and horses. Landscape architects and planners from OTAK were accompanied by members of the steering committee and representatives of Oregon Equestrian Trails. Over three days of field work, general conditions of the logging road were catalogued and needed improvements for its proposed new use were noted. Recreational opportunities and nearby alternative transportation destinations were evaluated as were possible sites for trailheads and waysides.

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Two design workshops were conducted to summarize the initial analysis, outline right-of-way and land acquisition priorities and set major planning goals. A preliminary master plan report was issued in August, 1993. Input from potential user groups, the Bureau of Land Management and interested citizens was encouraged and recorded. That preliminary plan was part of a successful ISTEAA grant application by the cities of Canby and Molalla and Clackamas County. Funds from that grant totalling \$267,000 will be available in 1995 to begin the first phase of capital improvements (Figure 6).

In October and November of 1993, two additional workshops were held, again involving broad interest group representation. The workshops involved members of the steering committee, representatives from the Bureau of Land Management and Molalla River Watch, Oregon Equestrian Trails and interested citizens. Substantial refinements to the preliminary plan and cost estimates were made and a management plan was adopted. Those consensus decisions are reflected in this master plan report. The plan identifies, for continued public review and discussion, the proposed route of the Molalla River Pathway and the property acquisitions necessary to assemble that route. It contains conceptual trailhead and wayside designs and facilities programming and sets trail and signage standards. It also describes the management plan to be implemented under an intergovernmental agreement between the cities of Molalla and Canby and Clackamas County.

C. Purpose of This Discussion Draft

The two key purposes of this document are to:

- Set a vision for the pathway;
- Recommend a preferred route, improvements, costs, and governance of the pathway. This will set the stage for meaningful discussions with affected property owners and the public.

This plan is subtitled "A Discussion Draft For Public Review" to clearly state the Steering Committee's intent to provide a solid base of information for public discussion. The public review process will be more focused and productive with answers to the following basic planning questions:

- Who will use the pathway?
- Where will it go and what alternative routes are available?

**MOLALLA RIVER PATHWAY PLAN
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- How will existing property owners and users of the pathway be affected, and how can conflicts be minimized?
- What improvements are needed and how much will they cost?
- What improvements should be started first?
- Who will own and maintain the pathway?
- What management policies and regulations are needed?

This document provides answers to the above, and more, in the spirit of promoting informed public discussion on the pathway plan.

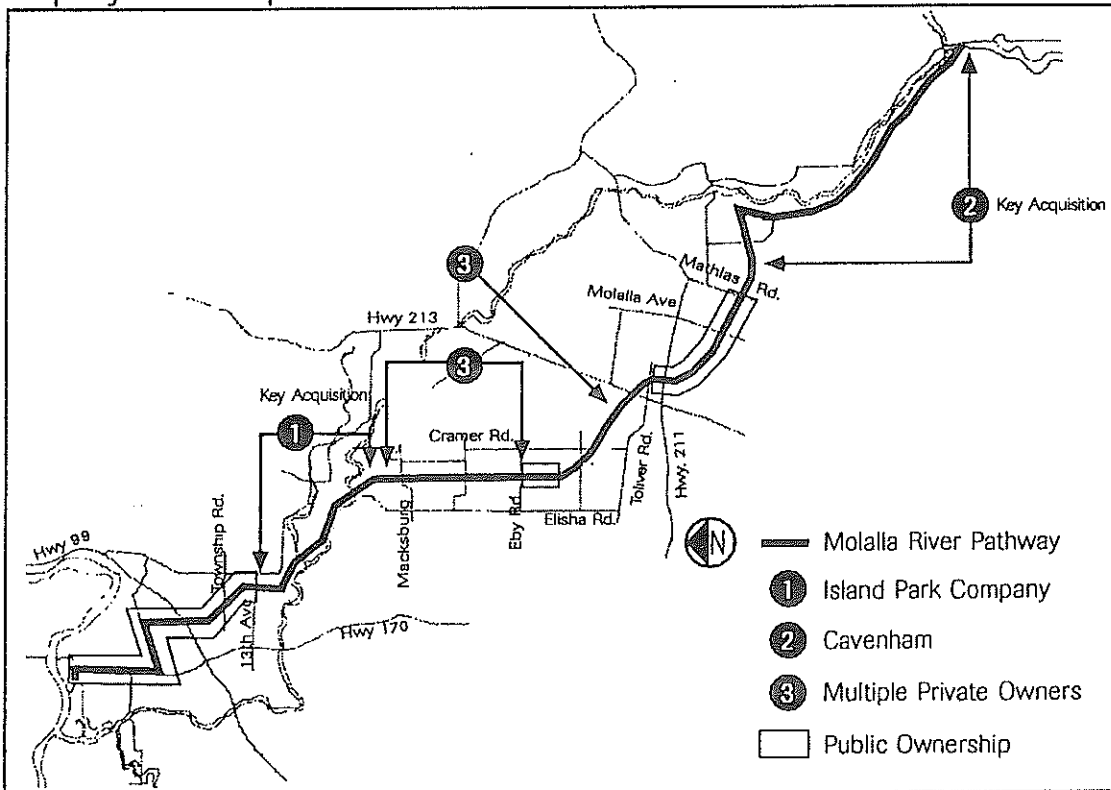
**MOLALLA RIVER PATHWAY PLAN
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III. ANALYSIS OF THE MOLALLA FOREST LOGGING ROAD

A. Property ownership

At present, 4 miles of the original right-of-way is under the public ownership of Clackamas County and the Cities of Canby and Molalla. Approximately 16 miles is under 19 private ownerships. Among those private ownerships two right-of-way acquisitions are key to the project. The first is the section owned by Island Properties, extending approximately 3½ miles from the Canby city limits at 13th Avenue south to the Molalla River Bridge. Should this not be acquired, there is no alternative public right-of-way that parallels the route. The second key acquisition is the 7-mile section owned by Cavenham Logging, extending from Adams Cemetery Road, west of Molalla's city limits, to the proposed end of the pathway near the Glan Avon bridge (Figure 1). There is no alternate route feasible along any existing public right-of-way. These two acquisitions are critical for continuity of the route. They are also especially scenic areas.

Property Ownership

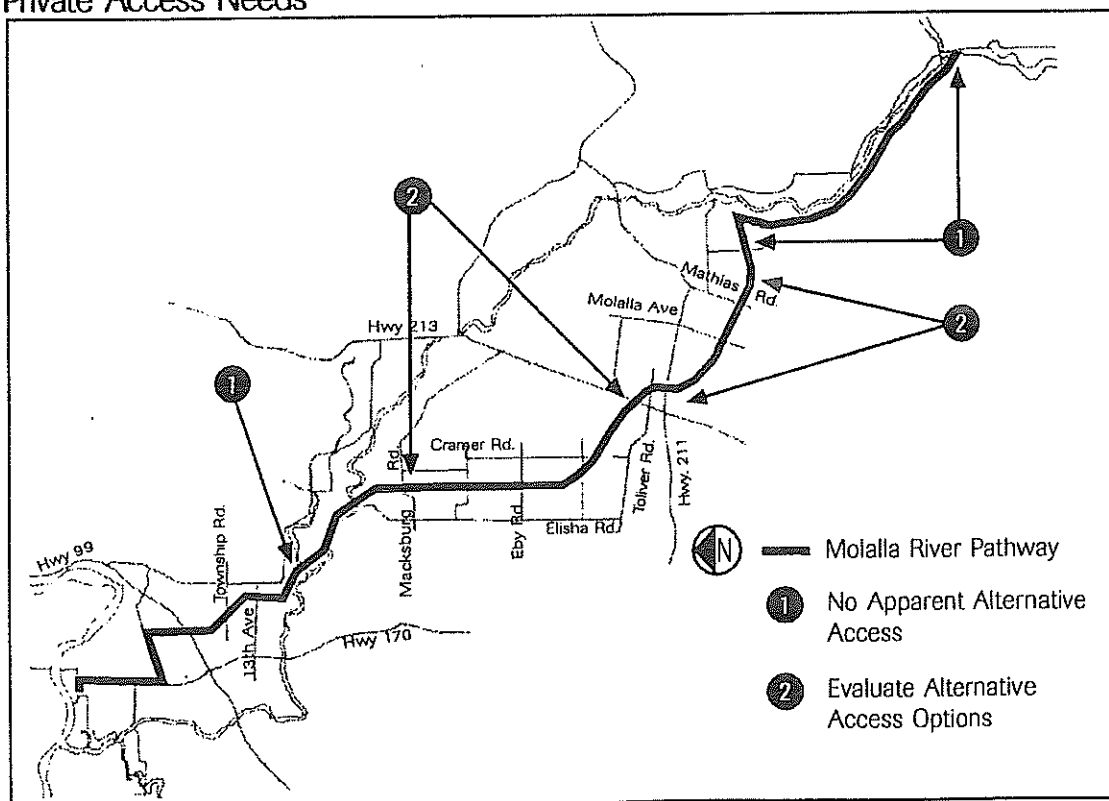


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The remaining private ownerships are south of Macksburg Road to Molalla city limits (except for one mile of county ownership between Eby Road and Barnards Road) and between Mathias Road and the beginning of the Cavenham Logging ownership.

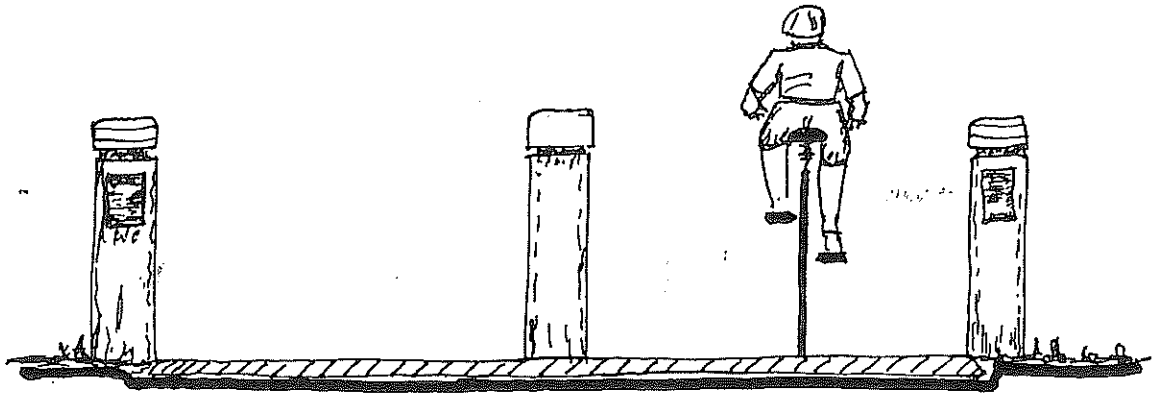
Continuing private easements for vehicular access will be necessary, for the time being, at certain points along the pathway (Figure 2). Such easements must be carefully described, and limited to existing private use of adjacent landowners with no other access. Private vehicle use should not be expanded beyond its current level, and the eventual elimination of all private vehicles within the historic logging road portion of the Molalla River Pathway should be a long-term goal. Intersection controls, where the pathway and public roads or streets cross, will require vehicle restrictive bollards or keyed gates. Bicyclists, pedestrians and equestrians will be able to pass and authorized private vehicles allowed to open the gates, momentarily, for access. A removable bollard will allow maintenance and emergency vehicles to enter the pathway (Figure 3).

Private Access Needs

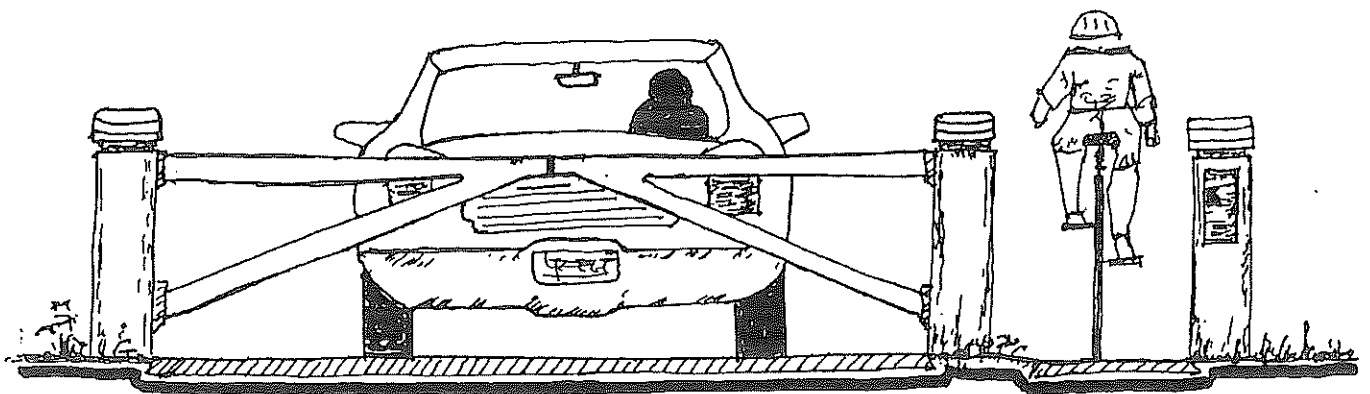


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INTERSECTION BOLLARDS



PRIVATE ACCESS GATES



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B. Existing Conditions

The present condition throughout much of the forest logging road right-of-way is moderate to severe deterioration. Considerable capital investment will be required to restore a complete, unobstructed and safe pathway for all intended users.

The overpasses across Township Road and Macksburg Road are completely missing. A section of the bridge crossing the Molalla River is missing and a smaller bridge across a floodplain wetland, located just north of Milk Creek, is in such disrepair that it is unsafe. "Cut bank" river erosion has nearly eliminated the original roadway north of the Molalla River bridge. Additionally, there has been significant paving damage, including complete removal in some places, along parts of the route, and an invasive overgrowth of Himalayan blackberry. Numerous barricades, such as old cars, boulders and mounds of soil have been placed on the pavement by abutting land owners to discourage unwanted vehicle traffic. The barricades must be removed and any consequent damage to the pavement repaired.

Where the original road overpasses are missing, the options are to rebuild the overpasses or construct paved ramps down to "at grade" crossings. The preferred option is to place new pre-stressed concrete overpasses, at a minimum width of twelve feet and of sufficient structural strength to allow passage of maintenance and emergency vehicles. A special rubberized overlay for the decking should be considered to make equestrian crossing easier. The option of "at-grade" crossings, including the purchase of the necessary additional land beyond the existing logging road right-of-way, would be more expensive and less safe.

The small floodplain bridge should also be replaced with a pre-stressed concrete bridge, designed to avoid any significant diminishing of the floodplain capacity or of the ability of wildlife or livestock to move under the bridge.

The river bank erosion must be halted or the pathway will eventually be lost completely with no right-of-way or adjacent land in which to re-route it. Detailed engineering studies must be done to solve this problem. Preliminary analysis suggests that rock-filled gabions will be the most durable and cost-effective means of stabilization.

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C. Impacts to Adjacent Properties

The potential negative impacts of the pathway on adjacent land uses must be carefully evaluated, not only during the planning and public review phases of the project, but as an ongoing management goal as the level of public use increases. The principal areas of perceived and real conflict are likely to be: (1) a diminished sense of privacy and rural isolation by homeowners presently adjacent to the logging road; (2) conflict between continuing private vehicle access and public non-vehicle use; (3) trespass or vandalism; and (4) the waste and litter associated with a high level of use.

To some degree, the diminished sense of rural isolation will be inevitable as greater numbers of riders and walkers begin to use the pathway. However, the hours of public use will be restricted to dawn until dusk outside the urban growth areas. Those homeowners granted access easements will have unrestricted hours of use. No night lighting is planned along the rural residential sections of the pathway. Additionally, plant buffering in front of residences that closely abut the pathway could be installed as a privacy measure.

Conflict between the very limited number of private vehicles and the intended public users can be resolved by clearly posting the rules of use and pathway etiquette. It also must be understood by those who are granted vehicle access that they now have an easement through a public right-of-way.

Trespass and vandalism can be minimized through signs, strategic fencing, patrols by law officers and diligence on the part of the homeowners in closing and securing the access gates. Respectful use of the pathway and a high level of maintenance by the managing agency is the best answer to concerns about animal waste and litter.

D. Consistency with Plans and Policies

The proposed Molalla River Pathway is consistent with the following plans, policies and agency goals:

Bureau of Land Management

The Bureau of Land Management has expressed support for the project through attendance at planning workshops and has indicated that it is consistent with their long-term plans.

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Oregon State Parks Department

The regional and district managers for Molalla River State Park have expressed support for the project and a willingness to consider an intergovernmental agreement allowing the use of the park as a trailhead.

Oregon Transportation Plan

The Oregon Transportation Plan emphasizes the importance of alternative transportation, particularly pedestrian and bicycle.

- Page 94: "Bicycle and pedestrian networks should be developed and promoted in all urban areas to provide safe, direct and convenient access to all major employment, shopping, educational and recreational destinations in a manner that would double person trips by bicycle and walking."
- Page 94: "Statewide and regional bicycle systems should be integrated with other transportation systems in urban and rural areas to accommodate commuting and other trips by bicycle."

Clackamas County Comprehensive Plan

- The Pedestrian and Bikeway Section of the County's Comprehensive Plan includes a policy in support of "...the acquisition and development of pedestrian/bikeways or abandoned rights-of-way..." Page 120.
- The Historic Landmark Districts and Transportation Corridors Section calls for programs to protect historic resources and minimize conflicts" and a policy to "...pursue options and incentives to allow productive, reasonable use, and adaptive reuse of historic properties." (page 165)
- The Parks and Recreation Section includes a policy which encourages the County to "...coordinate County activities with other agencies and organizations to provide park and recreation facilities" and a policy which calls for the exploration of "...joint development projects in order to provide facilities needed by residents of both incorporated and unincorporated areas." Page 163

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Canby Comprehensive Plan

- In April, 1991, Canby adopted a Bicycle Path Master Plan identifying the portion of the proposed Molalla River Pathway Project inside the Urban Growth Boundary as part of that master plan. The project is also listed as a short term priority in Canby's Capital Improvement Plan, page 110.
- Comprehensive Plan, Policy 6-R, states that "Canby shall preserve and wherever possible encourage restoration of historic sites."
- Comprehensive Plan, Policy 7, states that "Canby shall provide appropriate facilities for bicycles."

Molalla Comprehensive Plan

- The Bicycle Path Section of the Molalla Comprehensive Plan, page 112, contains the following Goals and Policies:
 - "To support the development of pedestrian/bikeways along Molalla's road network to the greatest extent possible."
 - "To coordinate with the public and private sector for the establishment of pedestrian/bikeways."
 - "To seek outside funding wherever possible for bicycle pathways and other energy saving methods of transportation."

It is recommended that Clackamas County and the City of Molalla amend their transportation plan maps to specifically illustrate the preferred route of the pathway.

E. Consistency with Zoning

Within Clackamas County, the proposed Pathway runs primarily through land zoned Exclusive Farm Use-20. The Clackamas County Zoning and Development Code does not specifically list Class III bike/pedestrian/equestrian trails as a permitted or conditional use in the EFU-20 District. However, the code allows "Reconstruction or modification of public roads and highways...where...no new land parcels result" (ZDO 401.03(G)). According to Ken Fischer of Clackamas County, "public roads" require construction standards that are excessive for Class III bikeways. It is recommended that the County amend the EFU-20 district to allow "bikeways, footpaths and

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recreation trails" as a principal use. Such an amendment would be consistent with the Transportation Planning Rule (OAR 660-12-065(4)(h)).

The pathway also runs through areas zoned Rural Residential. Both the RFFF-5 and FF-10 districts allow the pathway as primary uses: "Public and private...hiking and horse trails..and similar casual uses...not intended for obtaining a commercial profit" (ZDO 309.03(F) and 310.03(F)).

The proposed Molalla River trailhead, the Molalla (Mathias Road) trailhead, and the Pump Station wayside are all zoned EFU-20. The proposed trailhead uses are allowed as conditional uses under ZDO 401.06(11). The Molalla River trailhead will require a lot line adjustment between Tax Lots 480 and 700 on Map 4 1E 13. Tax Lot 700 would be reduced from 72 acres to approximately 69 acres, an adjustment that is permitted under ZDO 401.09(E).

Within the city of Molalla, the preferred route of the pathway runs through lands designated Single Family Residential, Light Industrial and Heavy Industrial on the City's Land Use Plan Map. The zoning districts that implement these designations do not list public pathways as outright or conditional use, which is typical of most ordinances. Transportation facilities are often assumed to be an allowed use.

As noted above, the Pathway Plan map needs to be adopted as part of the Molalla Comprehensive Plan. A policy should also be adopted stating that all land development should be compatible with the pathway plan and, where appropriate, the city may require developers to dedicate land or make improvements to create the pathway. The Zoning Ordinance needs to set the rules of when and how pathway improvements will be made. It is recommended that a new section be created within the Molalla Zoning Ordinance, following a format similar to the Bear Creek Corridor section of the ordinance. The new section should include the following subsections: (1) Purpose Statement- To implement the Molalla River Pathway as described in policies and maps in the Comprehensive Plan; (2) Permitted Use - A statement that the path is a permitted use in all zoning districts; (3) Authority for Conditions of Approval - Authority for the city to require pathway land dedications and improvements as part of land use approvals; (4) Setbacks and Buffers - A definition of setbacks and buffers for development adjacent to the pathway.

The City of Canby has strong policies for implementing the Pathway Plan. City officials have indicated they will review their plan for consistency with the final Pathway Plan included in this report. It is also recommended that the Zoning Ordinance be reviewed to assure that there are no conflicts and that the City has full authority to condition land use approvals for implementation of the Pathway Plan.

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F. Linkages

The Molalla River Pathway will provide alternative transportation linkages between the primary business districts and public buildings of Canby and Molalla. Within the communities themselves it will complement the planned network of on-street bike lanes, allowing residents to travel from neighborhood to neighborhood, or from neighborhoods to schools, businesses, parks and public buildings without dependance on the automobile. As the pathway passes through the predominantly agricultural land between the two communities it will allow rural residents a similar alternative non-vehicular route among themselves or into one of the nearby communities.

For recreational users the pathway will provide direct or proximity access to the following: BLM recreation areas, Freyer Park, Molalla River State Park, Sheets Field, Canby Community Center, Canby Fairgrounds, Buckaroo Arena and at least two potential sites for future park and recreation development.

The pathway will connect bike travellers from the Portland Metropolitan area to rural Clackamas County and the Cascade Mountains. The connection is unique not only for its length and continuity, but also because the pathway will be primarily a separated Class III bikeway. Additionally, in a county with the highest per capita equestrian use in the nation, it will also begin to fulfill the need for equestrian trails between the communities and into scenic and recreation areas.

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IV. THE PLAN

The proposed master plan is intended to be a focus for continued public dialogue, and for formal presentation to the City Councils of Canby and Molalla and to the Board of Commissioners of Clackamas County. It reflects the preferred route and level of development of the steering committee. Its eventual adoption into the respective Comprehensive Plans and its successful implementation will depend on public acceptance and enthusiasm. The next step in the process is to create that public enthusiasm through an understanding of its unique contribution to Clackamas County and to the region as an alternative transportation route and a recreational resource.

A. Goals

The following are the broad public goals of The Molalla River Pathway Plan:

- Provide alternate transportation between the communities of Canby and Molalla.
- Provide a safe and inviting pathway for all compatible users.
- Expand regional and local bikeway plans.
- Provide enjoyment of and access to nearby recreation areas.
- Preserve a part of Clackamas County's cultural landscape by preserving the linear integrity of the Molalla Forest Logging Road.
- Encourage responsible use with respect to adjacent properties.
- Develop consistent signage to both orient and educate pathway users.

B. Intended Users

The Molalla River Pathway is intended to serve bicyclists, wheelchair users, walkers, joggers and equestrians along some or all of its route. Organized group use will be allowed and rules of use and pathway courtesy will be posted to minimize user conflicts. The hours of use will be regulated under the management plan. As a general rule, it is recommended that the non-vehicular traffic use the route from dawn until dusk. Limited vehicular use should be allowed during all hours. Except

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for the county road portions, vehicle use will be strictly controlled and kept largely separate from the pathway.

C. Pathway Description

The Multi-Purpose Path

The paved sections of the Molalla River Pathway are intended to accommodate multiple user groups including bicyclists, walkers, joggers and wheelchair users. For twenty miles of its route the pathway will function essentially as a Class III bikeway, that is, a bike path within a separate right-of-way. The asphalt surface will be retained and repaired to a minimum width of twelve feet. Two-foot gravel shoulders (excluding any additional shoulder for equestrian use) should be kept clear for walking and jogging (Figure 4).

For approximately eight of those miles, existing private vehicle easements will be continued because no alternate access can be developed. In these portions the paved surface will be maintained at a minimum width of sixteen feet, and will be clearly signed for private vehicles to watch for yield to pedestrians, bicyclists and equestrians. In other words, the pathway will be considered a public right-of-way intended for non-vehicular use, through which a very limited number of pre-existing access rights have been continued. From Macksburg Road south to Cramer Road, and within the Urban Growth Boundary of Molalla, a case by case evaluation of the need for vehicle access from the pathway should be made.

The 2.5 miles of bikeway north of Canby, along Holly Street and Territorial Road, will be accommodated in five foot bike lanes added to either side. They will be striped and signed according to Oregon Department of Transportation standards. These bike lanes will make safe travel between Canby and Molalla River State Park possible. Additionally, they will serve as the connection, via the Canby Ferry and Highway 99E, to other regional bikeways.

Equestrian Trail

An equestrian trail will be developed from Canby's Urban Growth Boundary, at 13th Ave., to the pathway's end (Figure 4). No separate right-of-way will be purchased. Within the existing logging road right-of-way, fill and shoulder conditions will not allow wide separation of this use from the multi-use path. Instead, the trail will be constructed by: 1) clearing vegetation from the soft shoulder of the road, or; 2) cutting and removing up to four feet of the asphalt where insufficient level shoulder exists. The trail standard will be a minimum horizontal clearance of four feet and

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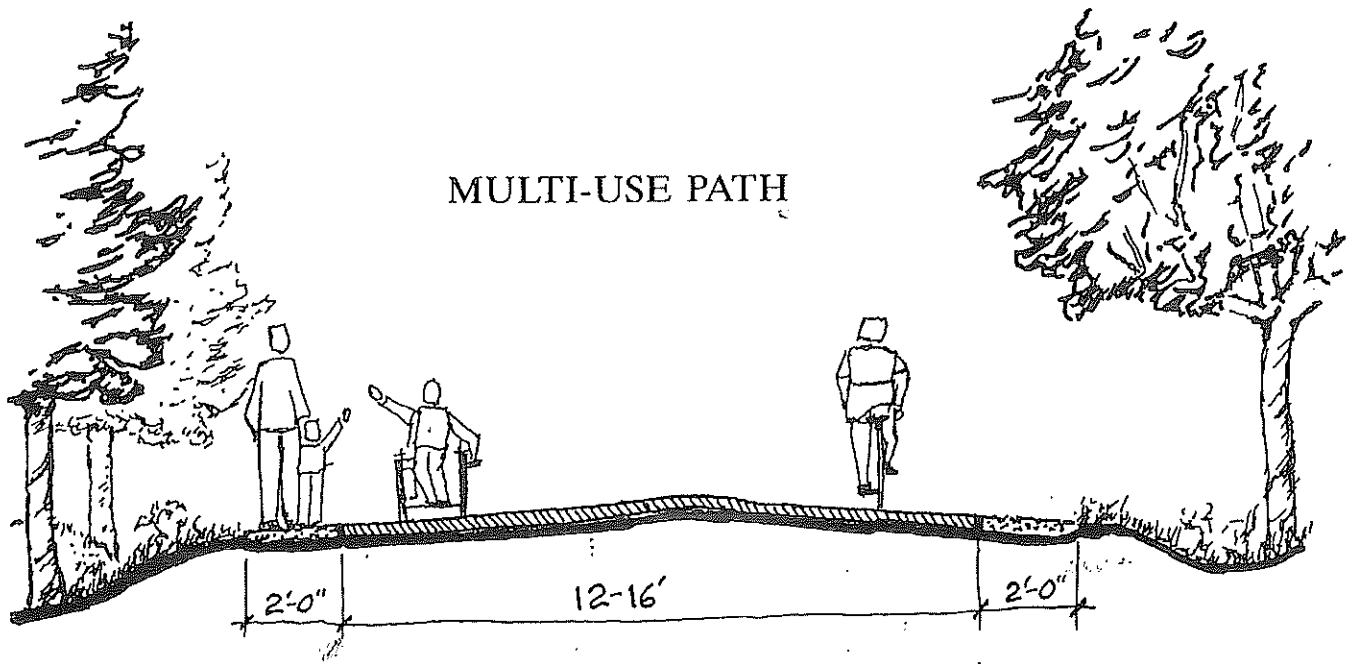
vertical clearance of ten feet. All tree limbs and brush must be kept clear of this area and a soft surface of compacted gravel maintained (Figure 4). An inventory of existing conditions provided by members of Oregon Equestrian Trails cites 11 miles as requiring removal of up to 4' of asphalt.

Anticipated users include riders of horses, mules and donkeys, as well as drivers of horse and carriage. In the case of the latter, sharing the paved surface with bicyclists would be necessary. Clear rules of etiquette, yielding and passing must be posted.

Two trailheads with oversize parking for trailers, watering troughs, hitching posts and special equestrian staging areas will be constructed. They will be spaced approximately seven miles apart.

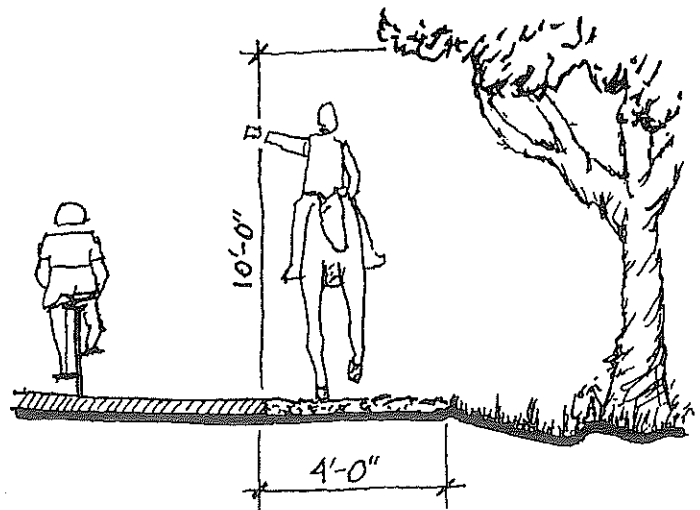
Soft-Surface Trail

Until Phase VI of the project is completed, the existing gravel portion of the road from the pathway's end at Glan Avon bridge north for 2.5 miles will remain as a soft-surface, multi-use trail. Anticipated users would include mountain bikes, joggers, hikers and equestrians. Touring bikes may find these last miles difficult, given the loose surface and average grade of about 7%. At the end of Phase VI the gravel will be replaced with sixteen foot wide paving (to vehicle standards in this section) and an adjacent equestrian trail.



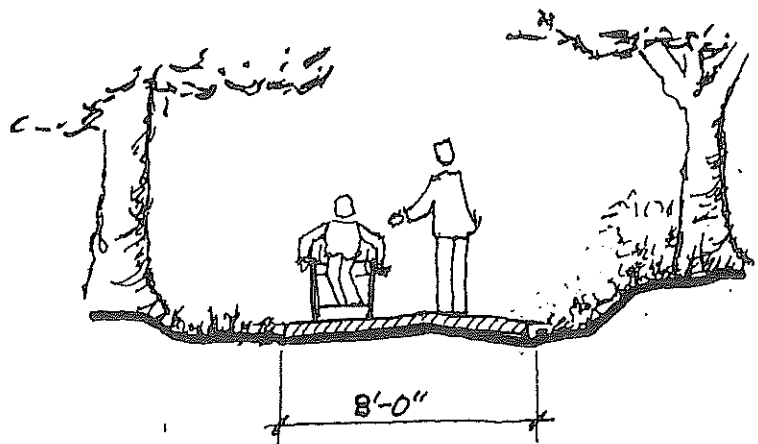
EQUESTRIAN TRAIL

CLEAR SHOULDER
REMOVE ASPHALT



TRAILHEAD ACCESS

PAVED
ADA STANDARDS



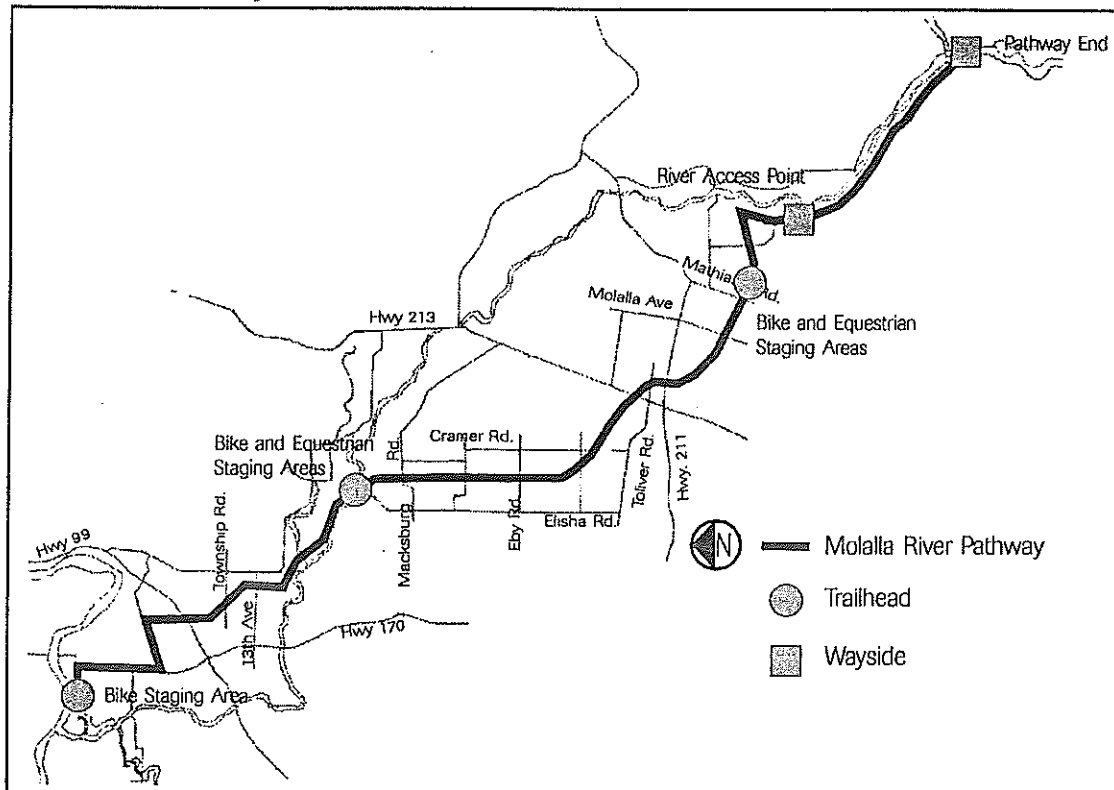
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Trailheads and Waysides

Three trailheads are planned along the pathway. The northernmost, at Molalla River State Park, will be for bicyclists. The remaining two trailheads, at the Molalla River bridge and at Mathias Road in the city of Molalla, will be developed for both bike and equestrian users. Hikers, joggers and wheelchairs will be able to enter the pathway at all three of the trailheads. One major and one minor wayside are planned. The major wayside development will be along the upper Molalla River, approximately five miles from the pathway's southern end. The minor wayside will be at that southern end point and will also serve as a junction point with other planned trails or roadway opportunities for bicyclists.

The principal distinction between a trailhead and a wayside will be parking and vehicle access. All trailheads will provide parking and be accessible from existing county roads, while waysides will be vehicle free and reached only from the pathway itself. The following section describes the proposed improvements for all trailheads and waysides.

Trailhead and Wayside Locations



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Molalla River State Park

Through a cooperative agreement with the Oregon State Parks Department, Molalla River State Park will serve as the northernmost trailhead. Its location will allow cyclists to make short and direct connections to planned regional bike routes. The Canby Ferry, which crosses the Willamette River one mile north of the trailhead, will provide connections to and from routes to Wilsonville, Lake Oswego and, ultimately, downtown Portland. Two and one-half miles to the south will be connections to Highway 170, continuing south, and Highway 99E travelling east to Oregon City and, ultimately, to Portland's east side. This trailhead will probably be the most popular point of entry onto the pathway for recreational riders from the metropolitan area.

Locating a trailhead within a regional, multi-use park will reinforce the identity and significance of the Molalla River Pathway. The park averages more than 200,000 day use visitors a year. Many of those visitors will be encouraged to explore the pathway and, presumably, the addition of bike routes and a trailhead will increase the frequency of park use.

Cyclist will enter the park from Holly Street on a separated bike path (see fold-out, following page). Vehicles will enter via the existing park entrance and utilize existing parking. No expansion of the rest rooms or picnic areas is anticipated. Site improvements will be limited to the paved bike path, adding racks for 25 bikes and signage that is consistent in materials and style to nearby park signs and that displays the Molalla River Pathway logo. The directional sign should clearly show the connections to other bike routes, as well as a map of the pathway itself. An informational plaque should explain the history and development of the pathway and encourage exploration of the whole park before leaving.

No equestrian facilities are planned, nor will the equestrian trail extend to this trailhead.

Potential funding for the relatively inexpensive improvements is a cooperative effort between Oregon State Parks and Clackamas County park and recreation funds. It should be noted, however, that no funding assistance from the state has been agreed to at this point in the planning process.

MOLALLA RIVER PATHWAY PLAN A DISCUSSION DRAFT FOR PUBLIC REVIEW

Molalla River Bridge Trailhead

This trailhead will be adjacent to the historic logging road bridge, and along the south bank of the Molalla River. The bridge and surrounding land are currently owned by Island Park Company. An additional 3-4 acres of land beyond the southern property line of Island Park Co. must be acquired to complete the planned level of facilities and parking development. The site is currently leased by the Oregon Division of Fish and Wildlife as a point of public access to the river. Through an agreement with the North Clackamas Recreation District it is maintained as a virtually undeveloped site; nominally as a county park. No designated parking area or rest room facility exists at present. Site furnishings are limited to a trash receptacle.

Though it is designated as a multi-use trailhead, this site will undoubtedly prove to be one of pathway's most popular destination points. It is expected to draw recreational users from Canby, to the north, and from Molalla, to the south. Regional bicyclists entering the pathway at Molalla River State park will find it to be an inviting 'wayside' for a longer ride. Anticipating this level of use, and the inherent popularity of river access, it is strongly recommended that development of this trailhead be part of cooperative planning effort with the South Clackamas Recreation District to develop a small, rural park surrounding the bridge. Introduction of a parking area to meet the project's development program for pathway trailheads will, in effect, turn the site into a de facto 'park.'

Site development for the trailhead will include a parking area for both equestrian trailers and cars (see fold-out on following page). The parking will have a single gate access point, fencing and plant buffering to the south and the west. Vehicle access beyond this point will be restricted by bollards (the middle one removable) to service and emergency vehicles. It is recommended that a well be sunk in the upland portion of the site to provide rest room water, drinking water and trough water for horses. Portland General Electric can provide power along the Elisha Road right-of-way to both the well head and a secured, recreational style restroom. The septic drain field will also be located in the upland part of the site. The Newburg soils, a minimum of 100' from the annual high water level of the river, appear to be suitable, though county testing and permitting will be required.

Potential funding sources are the Oregon Division of Fish and Wildlife, under the Sport Fish Restoration Fund Act, and Clackamas County park and recreation funds.

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**MOLALLA RIVER PATHWAY PLAN
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City of Molalla Trailhead

This multi-use trailhead will be located just beyond the western city limit of Molalla, at the intersection of Mathias Road and the Forest Logging Road. It will be part of a contiguous 40 acres being held in reserve by Clackamas County for public use. A drainageway and surrounding belt of wetlands runs west to east, approximately through the middle of the site. Building, filling or development in this area should be avoided. The area tentatively selected for the trailhead is in the northwestern corner, on buildable land immediately adjacent to the planned pathway (see fold-out on following page). No parking area, rest room or utilities consistent with the project's program for trailheads presently exists. Access to the parking areas will be from Mathias Road.

To date, no specific program of uses has been determined for the overall site, so the opportunity for cooperative planning and development is available.

Whatever other recreational uses are eventually adopted they will be enhanced by the bicycle, pedestrian and equestrian connection provided by the Molalla River Pathway. In turn, the potential high level of use associated, for instance, with a swim center or recreational athletic fields, will be an impetus for community-wide use of the pathway as alternate transportation and county-wide use as a recreational resource.

Site development for the trailhead will include separate parking areas for horse trailers and automobiles (see fold out on following page). Vehicle access will be gate at Mathias Road and subject to the same hours of use as the whole park. A rest room will be provided, along with site furnishings and informational plaques. An 8' wide paved bike path, sufficient for two-way travel, will connect the pathway to the rest room and parking area. This bike path should extend to all other facilities on the site. A large 'common green' will serve as a picnic, rest and staging area. It could also support organized events or rides.

Decisions regarding the extension of city utilities or development of septic systems or wells should be addressed within an over all development plan. Since this trailhead is essentially in the city, and will be subject to a park level of use it is recommended that lighting for the parking and restroom areas be included and, again, included within an overall development plan.

Potential funding sources include cooperative development under parks and recreation monies of Clackamas County and the South Clackamas Recreation District, gasoline taxes dedicated to bikeway development and additional ISTEA grants.



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City Pump Station

The major wayside, with regard to its level of development and anticipated popularity with pathway users, will be located on the upper Molalla River. It will share property presently owned and maintained by the city of Molalla for its municipal water supply pump station (see fold-out on following page). Recent construction of a new pump building and intake closer to the river has left the western part of the site available for other uses. There is an existing gravel access road from the Forest Logging Road to the planned wayside area. At present, there are no rest room or septic facilities and no potable water supply. There is a secured gate and fencing.

A significant level of site development is recommended. The pump intake and building need to be secured against any unintentional or intentional damage by pathway users. Additional fencing and a second gate will be added. Access to the river bank will be directed across the old intake channel, via a footbridge, and through the wooded area. The rest room will be of the 'waterless' type since approval for a septic field is not likely. Service for the rest room can either be developed with the maintenance budget for the project or provided through a private contract. The gravel access lane is steep and should be paved to make it safe for touring bikes. Potable water for drinking and horse troughs will be piped down from the nearby city water tanks. Additional site furnishings will include bike racks, hitching posts, picnic tables and trash receptacles. No plant buffering will be necessary here, but trees should be added for aesthetics and for shade.

Since this will be a designated river access point, a major potential funding source is the Sport Fish Restoration Fund Act, administered by the Oregon Division of Fish and Wildlife.

Glan Avon Bridge

This is Molalla River Pathway's southern end. From here equestrians will be able to travel an additional ten miles of trail currently being planned by Molalla River Watch. Bicyclists can, if they choose, continue to travel along existing roads into Bureau of Land Management recreation areas, return to Freyer Park via Dickey Prairie or continue up the North Fork of the Molalla River.

The only site development planned here is a simple kiosk for momentary rest and shelter, and directional signs to signify the end of the Molalla River Pathway.



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A DISCUSSION DRAFT FOR PUBLIC REVIEW**

V. IMPLEMENTATION

A. Phasing

The six recommended phases are:

		<u>Approximate Cost</u>
Phase I	ISTEA Improvements	\$333,800
Phase II	Right-of-way Acquisition/ Management	517,500
Phase III	Road and River Crossings/ Trailheads	1,046,450
Phase IV	Trailheads and Equestrian Trail	420,000
Phase V	Pathway Improvements/Waysides	686,000
Phase VI	River Erosion Control	432,000
	TOTAL	\$3,440,700

The Phase I improvements will be funded by a grant from the Intermodal Surface Transportation and Efficiency Act (ISTEA) program. Canby, Molalla, and Clackamas County have received \$267,000 in grant funds that will be matched with approximately \$66,800 in local funds. Construction will begin in the spring of 1996.

The overall phasing strategy, in priority order, for Phases II-VI is to:

- Create a continuous corridor of public ownership and easements
- Reconstruct missing road and river crossings
- Make the essential improvements first and amenities later
- Delay the costly erosion control measures on the Molalla River to as late as possible.

Each phase is discussed in detail in the following pages.

MOLALLA RIVER PATHWAY PLAN A DISCUSSION DRAFT FOR PUBLIC REVIEW

Phase I will initiate the capital improvements needed to create a safe, continuous bicycle route at the north end of the route in Canby and through portions of Molalla. Five-foot-wide bike lanes, striped and signed to Oregon Department of Transportation standards, will be added to Territorial Road, from its intersection with the Forest Logging Road to the intersection with Holly Street, and from Territorial Road north to the Canby Ferry. Additionally, obstructions and debris will be cleared from the logging road within Molalla's Urban Growth Boundary. Safe passage across intersections with public streets will be accomplished with minor grading and repaving. Intersection control will be accomplished by placing bollards or gates to restrict vehicle access.

Funding for these improvements will come from a federal grant awarded to the project under the Intermodal Transportation Efficiency Act and from matching funds from the cities of Canby and Molalla and Clackamas County. Those funds will be available in 1995.

Phase I ISTE A Improvements

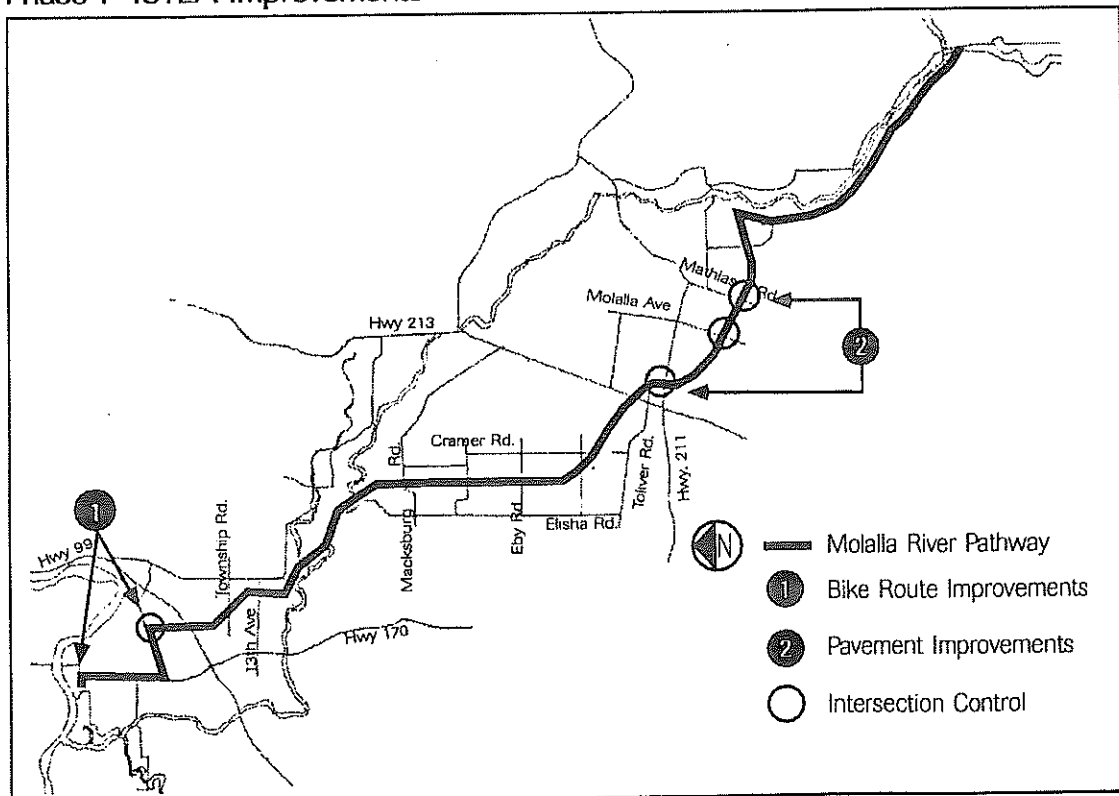


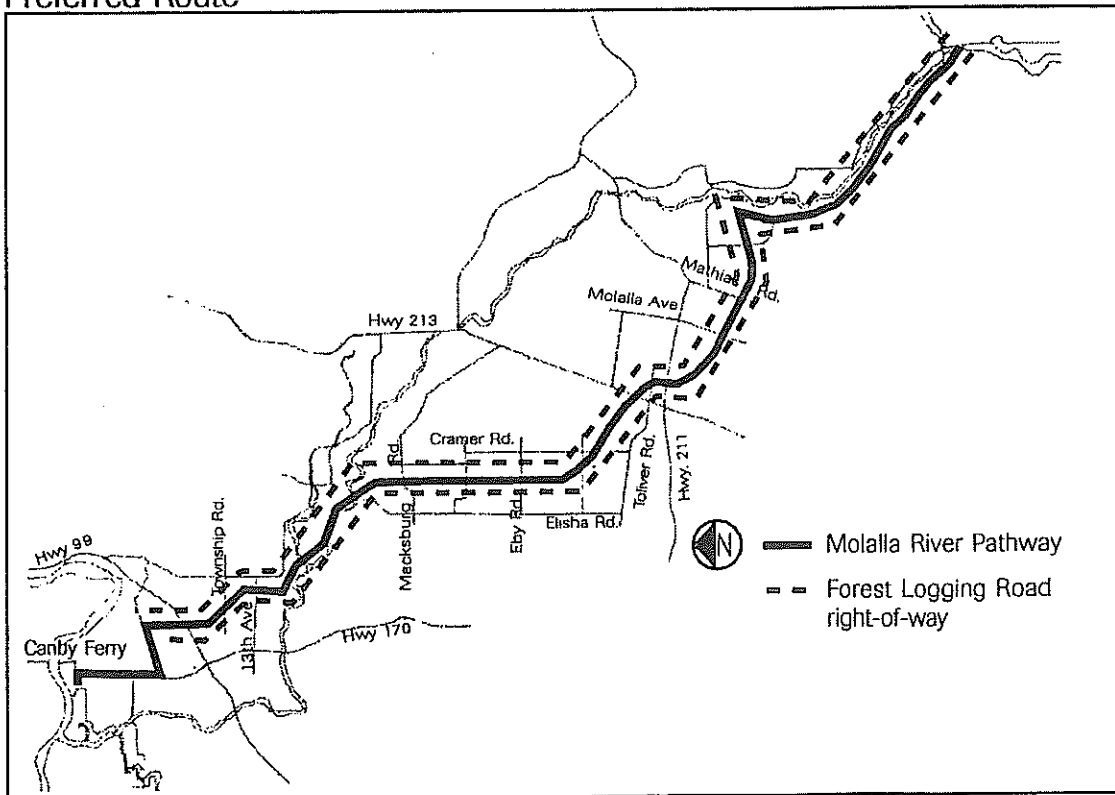
Figure 10

MOLALLA RIVER PATHWAY PLAN A DISCUSSION DRAFT FOR PUBLIC REVIEW

At the completion of **Phase II** the entire final route of the Molalla River Pathway will be established in public ownership. The preferred route includes the historic logging road from Territorial Road to the Glan Avon bridge (Figure 7). Two sections of privately owned right-of-way are key acquisitions to be negotiated. First, is the approximately 3.5 miles owned by Island Park Company and, second, the approximately 7 miles owned by Cavenham Industries. Without these two key linkages the continuous corridor is severely disrupted. There is no alternate route along existing public right-of-way.

In the case of the remaining portions of multiple private ownership there are parallel county roads to which bicycle travel could be routed, but only after the addition of bike lanes to the existing pavement widths (Figure 9). Equestrian and pedestrian travel on these alternate routes would not be inviting or safe. This would seriously compromise the overall project goals of a largely vehicle free pathway and the sense of a direct, continuous link between communities would be lost. Also, by compromising the linear integrity of the historic Forest Logging Road, Clackamas County will have missed an opportunity to restore and preserve, for the public good, a significant cultural resource.

Preferred Route



Phase II Right-of-Way Acquisition

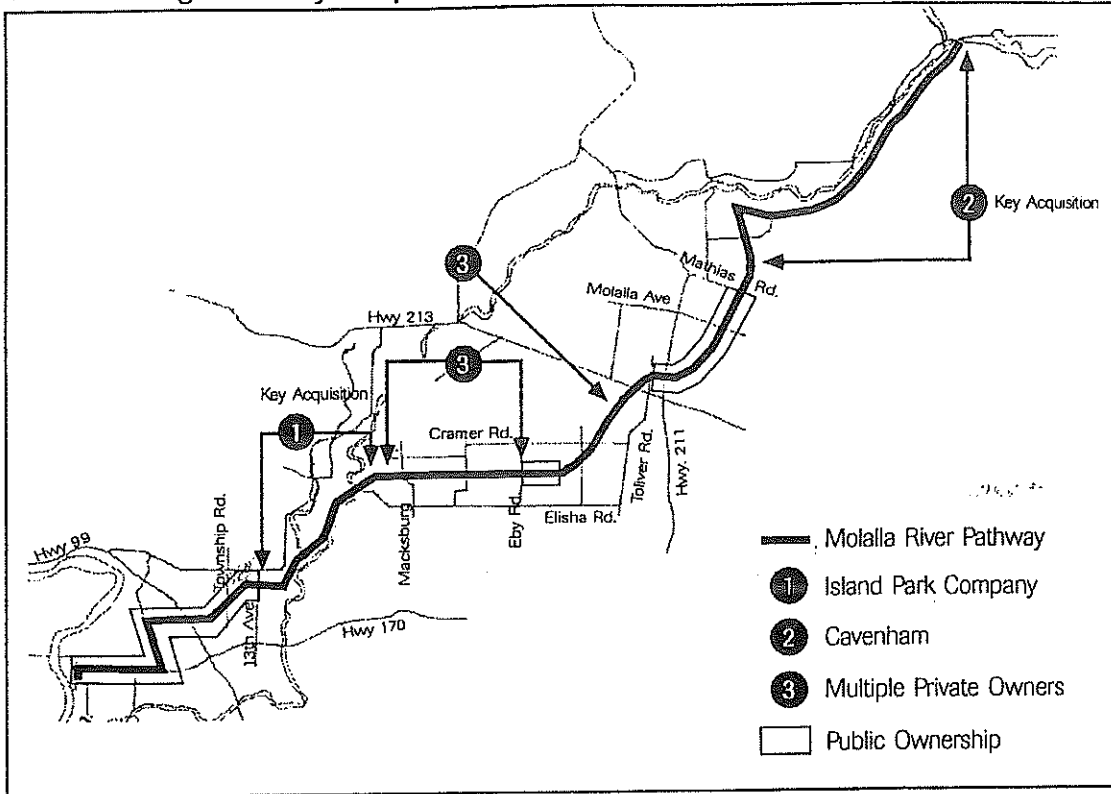


Figure 12

Alternate Route Options

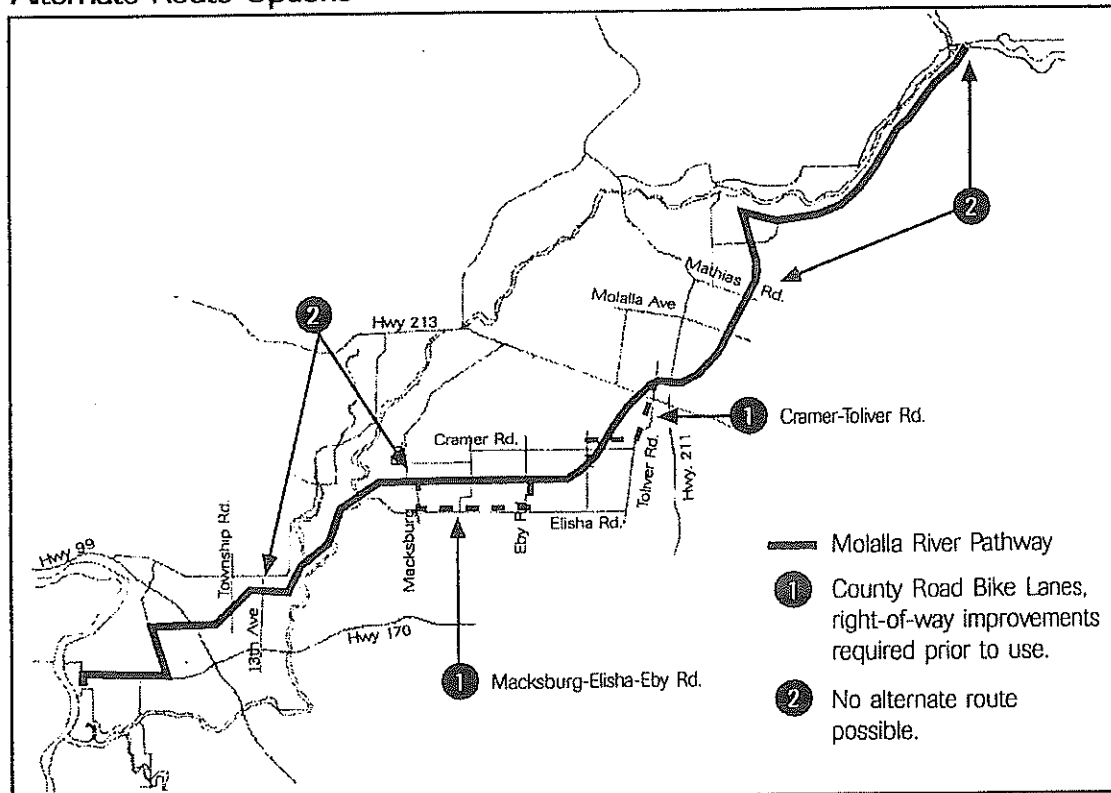


Figure 13

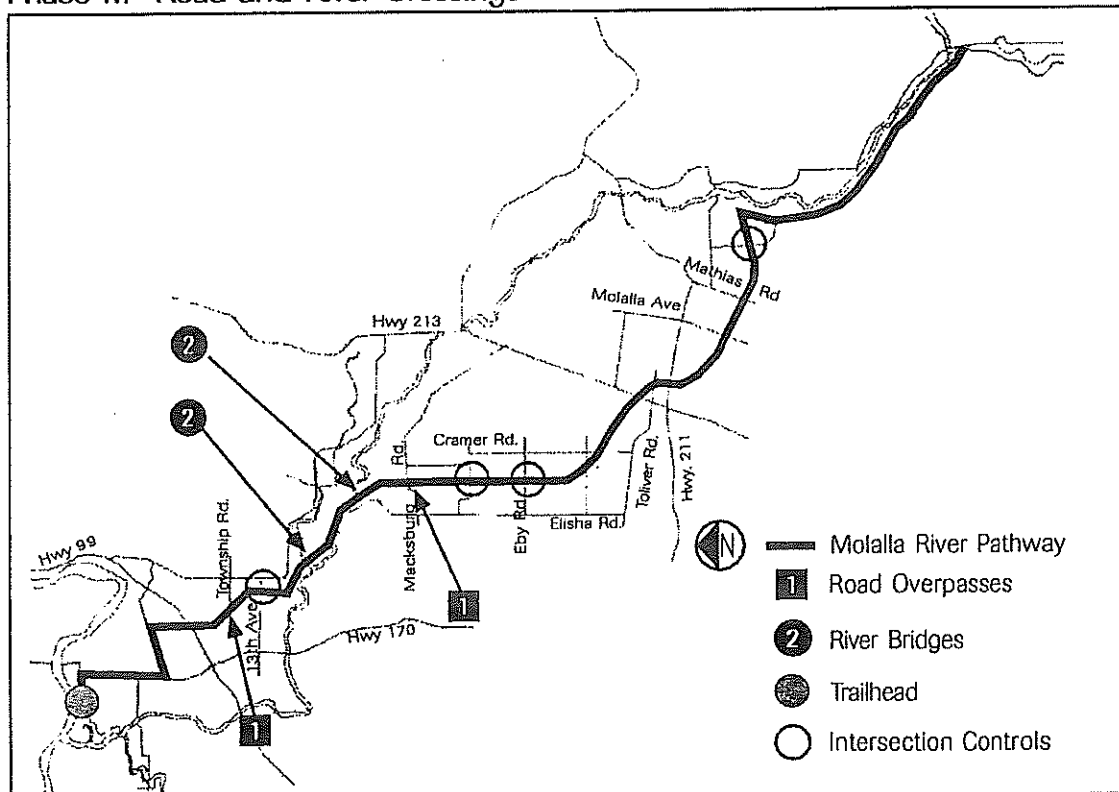
MOLALLA RIVER PATHWAY PLAN A DISCUSSION DRAFT FOR PUBLIC REVIEW

Phase III will establish the Molalla River Pathway on the ground as a continuous, usable link. Bicyclists and pedestrians will be able to travel all or any of any part of its length. Equestrians, while allowed to share the existing pavement and shoulders with other users, will not have their own constructed trail until the following phase. Travel from Territorial Road south to the pathway's end will be essentially vehicle free from this phase on.

The major project objectives to be completed include the following:

- Road overpasses and bridge reconstructions.
- Existing pavement repaired, safe and useable, with all intersection controls in place.
- Trail signs and mileposts in place.
- Trailhead at Molalla River State Park established and development of the trailhead at the Molalla River bridge begun.

Phase III Road and River Crossings



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Phase IV's goal is the completion of all planned trailheads. Intergovernmental development and maintenance agreements with Oregon State Parks and the South Clackamas Recreation District should be pursued and finalized. Additionally, the equestrian trail will be cleared or old paving removed to accommodate it and the surfacing placed. Significant volunteer labor from Oregon Equestrian Trails and other supportive users is anticipated. Possible funding sources will include city, county and recreation district monies, gasoline taxes dedicated to bikeway development and Oregon Division of Fish and Wildlife grants.

The major project objectives to be completed include the following:

- Completion of the Molalla River bridge trailhead parking area, fencing and gates, buffer planting and additional site furnishings.
- Construction of Mathias Road trailhead.
- Construction and full use of the equestrian trail and facilities.

Phase IV Trailheads and Equestrian Trail

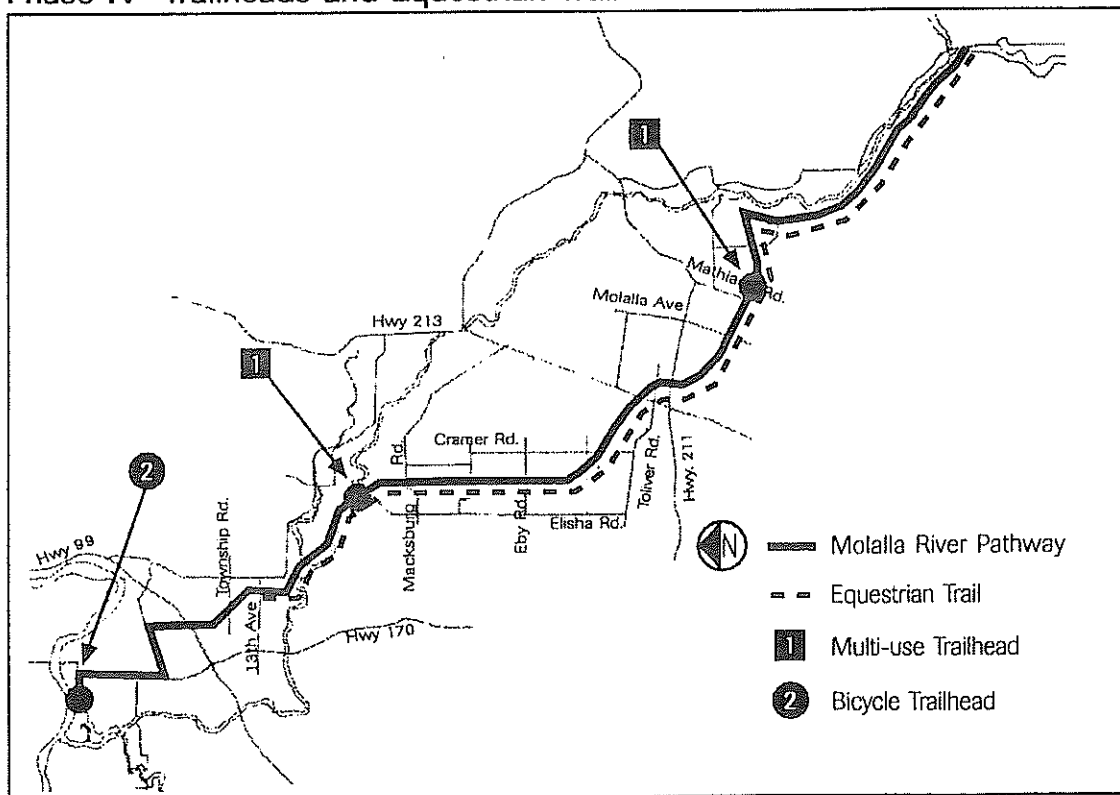


Figure 15

MOLALLA RIVER PATHWAY PLAN A DISCUSSION DRAFT FOR PUBLIC REVIEW

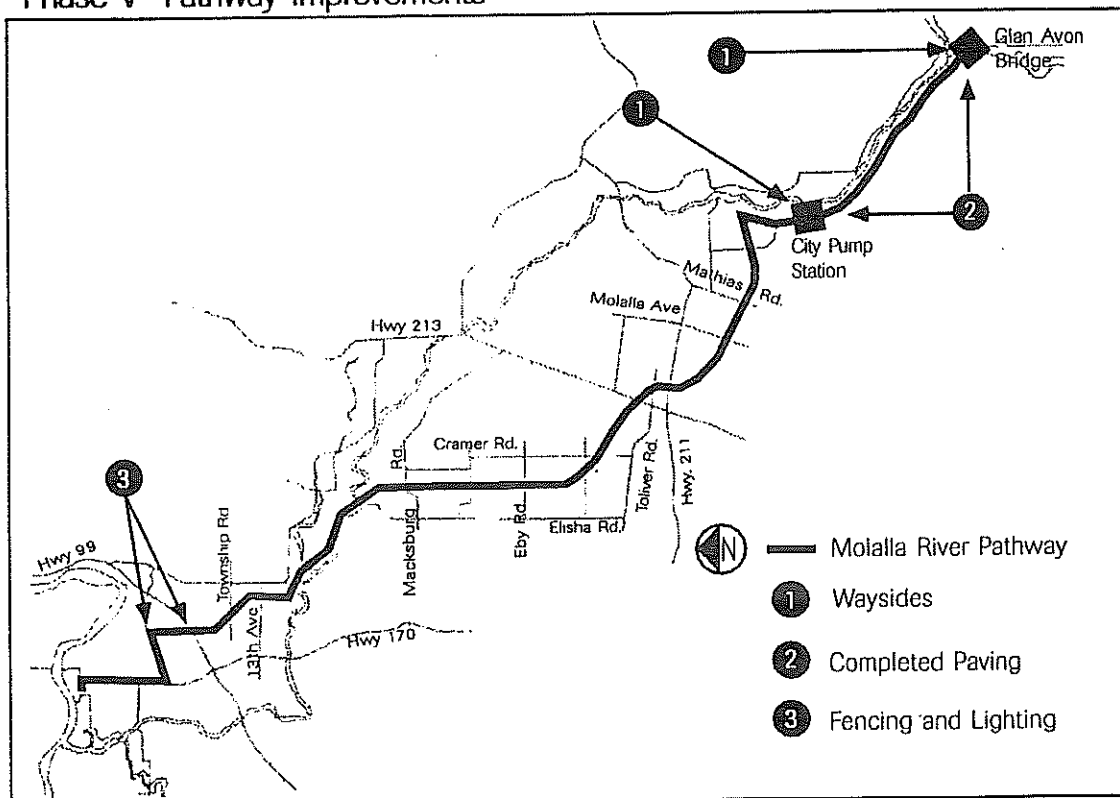
Phase V will complete all planned improvements to the pathway surface and shoulders, as well as the site development and furnishings at the two waysides along the upper Molalla River. River bank access will be accommodated at several points. The pathway will be fully useable to both mountain and touring bike, facilities and staging areas conducive to organized rides will be in place and fully furnished.

This phase will also provide an early opportunity to evaluate any apparent impacts, such as undue loss of privacy, trespassing or soil and vegetation damage, of the pathway users on adjacent properties, either public or private.

The major project objectives to be completed include the following:

- Construction of the wayside at the city of Molalla pump station.
- Construction of the kiosk and informational plaque at the Glan Avon bridge.
- Installation of fencing and lighting within the Canby city limits, as well as any other fencing, signing or plant screening needed after evaluations of the pathway users impact on adjacent property owners.

Phase V Pathway Improvements



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Phase VI will undertake the expensive effort to stabilize the eroded bank north of the Molalla River bridge. Postponing this effort until the final phase of the project reflects the desire of the steering committee to first apply available funding to improvements to the pathway surface, connections and supporting facilities at trailheads and waysides. The continued rate of erosion is, of course, unpredictable and this effort may necessarily come earlier in the project schedule. There is little useable right-of-way remaining at this point along the old logging road and the parallel railroad right-of-way to the east leaves no alternative to preserving the route essentially as it exists now.

Engineering studies must proceed this work but it appears likely that construction of rock filled gabions along approximately 800' will be the most effective long-term solution. Permits from the Oregon Division of State Lands will be required.

The completion of the entire pathway in earlier phases will subject other areas of the river bank to increased use. Areas to be evaluated and monitored for erosion are illustrated below.

Phase VI River Erosion Control

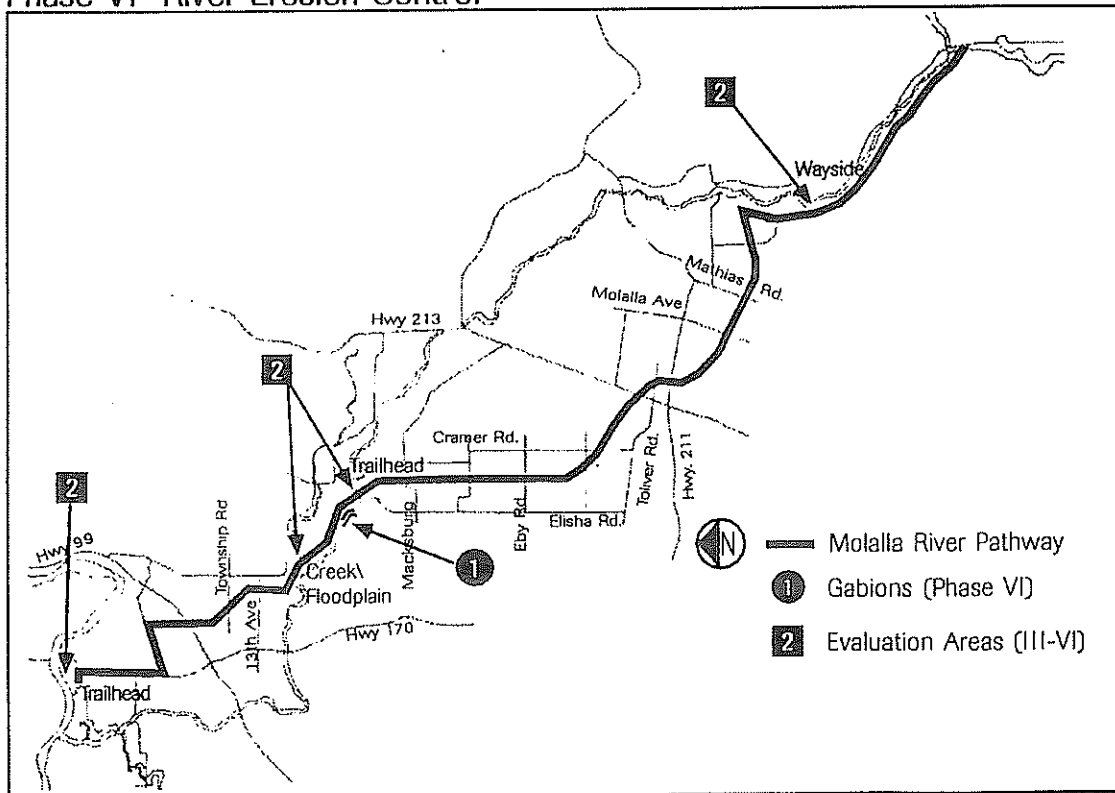


Figure 17

MOLALLA RIVER PATHWAY PLAN A DISCUSSION DRAFT FOR PUBLIC REVIEW

B. Funding

The definition of specific funding mechanisms for each phase of the draft Plan is beyond the scope of this report. The primary purpose of this draft Plan is to set a vision and definition for the Pathway so informed discussion of implementation issues, such as funding, can occur.

It is clear that the implementation of the Plan will be a multi-year effort funded from numerous sources. Potential sources of funding which exist today include:

- Intermodal Surface Transportation and Efficiency Act grant programs.
- Gas tax funds earmarked for pedestrian and bikeway trails.
- Oregon Fish and Wildlife river access improvement grant programs.

The ultimate governance for the Pathway is anticipated to be through park and recreation districts (see following section). A Molalla Park and Recreation District and a South Clackamas Park and Recreation District have been in the discussion stages, and if created, and would be logical managers of the Pathway. If and when those districts are formed, they will have the authority (with voter approval) to levy taxes for specific recreational projects. For example, the North Clackamas Park and Recreation District was formed with both a mandate and funding for an aquatics center.

The use of local volunteer efforts should not be underestimated. The Clackamas County Equestrian Association is a very active group that has assisted with trail and trailhead development in the past. Other creative mechanisms for funding improvements, such as an Adopt-A-Trail section program, should be explored.

To give the funding issue priority and focus, it is recommended that the initial intergovernmental agreement for Pathway governance specifically commit staff resources to pursuing grant funds and exploring creative ways to make improvements.

C. Governance

The success of the Molalla River Pathway will be determined to a large degree by the governmental structure that is set up to manage it. The Steering Committee for this Draft Plan recommends a two-step approach:

- Initially, the Pathway should be managed by an intergovernmental agreement between the City of Canby, City of Molalla and Clackamas County, and;

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- Ultimately, the Pathway should be managed by a park and recreation district or coalition of districts.

The initial arrangement of the three government coalition would be executed through an intergovernmental agreement, as set forth in ORS 190. This arrangement responds to the reality that there are no special districts currently in place that could accept the responsibility of managing the Pathway. It also has the advantages keeping the three governments working together while the critical first phases of the Pathway Plan are implemented.

The intergovernmental agreement will designate the managing agency and define its responsibilities and authority. It will also define the amount of staff time dedicated to the project and how staff time and direct costs will be funded. As discussed above under funding, it is critical in the initial years that adequate staff time be allotted to the pursuit of funding and follow-up on funding opportunities.

Recommended elements for the intergovernmental agreement are as follows:

- | | |
|-----------------|---|
| Ownership | Right-of-way acquisitions and easements within urban growth boundaries should be owned by the cities. Outside the UGBs, the County should be the owner. |
| Management | A managing agency should be designated to lead planning, funding and coordination efforts. |
| Maintenance | A lead maintenance agency should be designated. Clackamas County is the logical choice because of its existing staff and equipment resources. Maintenance duties can be shared among the three governments. |
| Law Enforcement | Each jurisdiction will patrol within its service area. Local law enforcement authorities should also be responsible for coordination with the other emergency service providers in their area. |

D. Management Plan

The following responsibilities and rules for use are recommended for to all areas and permitted uses within the Molalla River Pathway right-of-way and its designated trailheads and waysides.

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Management Objectives

The primary objectives for the management of the Molalla River Pathway are:

1. Allow controlled public use of an existing and historic right-of-way linking Canby, Molalla and the upper reaches of the Molalla River.
2. Encourage alternate forms of transportation to local business centers, schools and recreational areas.
3. Create new non-vehicular opportunities for public access to riverbanks.
4. Balance public access, limited private access and protection of the natural environment along the pathway.
5. Provide physical improvements only to insure the safety and reasonable comfort of pathway users, protect the natural environment and to minimize conflict between public use and adjacent landowners.

Upon its completion the pathway will be accessible to the physically impaired, including, ramps, surface, signage and parking, except for those portions where bike lanes must share existing county roadways.

Uses Allowed

- Walking
- Jogging
- Bicycling
- Wheelchair Users
- Wheel skiing/skating
- Horseback riding on equestrian portions of the pathway and at equestrian trailheads
- Picnicking is allowed in designated areas
- Motor vehicle parking only in parking areas of trailheads
- Creek/river access is allowed in designated areas

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Uses Not Allowed

- Unauthorized motor vehicles
- Hunting and trapping
- Firearms or other weapons
- Fireworks or explosives
- Fires
- Alcohol
- Pets off leash
- Loud music
- Camping
- Any use between dusk to dawn outside Urban Growth Boundaries

Pathway Use Rules

- Do not operate or park any vehicle, or ride or lead a horse, except in areas so designated.
- Do not throw, dump or deposit any kind of rubbish, trash, debris, refuse or any substance that might mar the appearance or detract from the cleanliness or safety of the pathway.
- Do not deface, destroy or damage any public facility.
- Do not leave the designated public boundaries of the pathway to enter, cross or obstruct any adjacent privately owned property without consent of the landowner.
- No person shall discharge a firearm, weapon, fireworks or explosives of any type.
- Hunting, trapping, pursuit or capture of any wild bird or animal is prohibited. Fishing is allowed in creeks and rivers for recreational purposes.
- Drinking of alcoholic beverages is not allowed.
- Overnight camping is not allowed without permission of the managing agency.
- Dogs allowed only on a leash and if accompanied by owner.
- Trailheads and waysides closed from dusk to dawn.

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In addition to the above rules, the following rules of trail etiquette shall apply:

- Every person using the pathway shall stay as near to the right side as possible except when turning or overtaking and passing another user.
- Every pathway user shall be courteous, cautious and move in a predictable manner.
- No group, including their animals, shall occupy more than one-half of the pathway, or in any way impede the normal movements of other users.
- Every user shall give an audible signal before passing. The signal may be given by voice or by bell and must allow adequate time for response.
- Passing another user moving in the same direction shall be done only to the left.
- All bicyclists using the pathway from one-half hour after to sunset to one-half hour before sunrise shall have lights and reflectors on their bicycles.
- Pets must be on a leash at all times.
- Pathway users should not damage or remove any plants except for picking blackberries.

Lessees and Easement Holder Regulations

- Keep all motor vehicles on paved trail surface.
- Do not remove vegetation or limbs without the managing agency's permission.
- Do not remove any soil or rock.
- Repair any damage to the pathway, its amenities or vegetation within the public corridor.
- Report any violation of the pathway use rules to the managing agency .

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Land Management

This project will provide both roadway bike lanes and non-motorized access through the original right-of-way of the Forest Logging Road. Two of the three trailheads will be associated with potential park development sites outside that right-of-way. It is recommended that the managing agency allow no new ground level easements or leases of this land except required utility easements. Current private crossings should be permitted to remain as continuing legal easements within or across the pathway right-of-way. No future private crossings should be allowed.

Any wetlands or sensitive wildlife habitat should be protected. Any construction damage to such areas should be repaired, including any required mitigation measures. Riverbank access is intended to be for fishing and passive recreation. Any other uses should be discouraged.

Equestrian Trail Management

Under existing conditions within the right-of-way, such as wide existing pavement, fill conditions with steep slopes and vegetation, it is not feasible to construct a separate equestrian trail along most of the proposed pathway. Bicycle and equestrian travel will be largely parallel and immediately adjacent. The equestrian trail will be a minimum of 2 feet wide for approximately 18 miles of the pathway, and surfaced with either 3/4" crushed rock or medium grade bark chips on compacted native soil. The minimum horizontal and vertical clearance will be 4 feet wide and 10 feet high, respectively. Bridges and road overpasses will be shared by all users and surfaced with special rubber decking for comfort and safety of horses.

Management of the equestrian trail requires all users and the managing agency to cooperate in enforcing proper trail use and in routine maintenance and improvement efforts. Off the trail, equestrian use should be confined to designated areas to avoid damaged to riverbanks, steep slopes or other sensitive natural areas. Any erosion resulting from equestrian use should be repaired immediately.

Manure must be kept at a minimum for the benefit of residents adjacent to the pathway and other trail users. Areas of accumulation should be removed regularly.

Organized Events

Organized events will be allowed with written permission of the managing agency. Application for a permit must be made for each event and the pathway will not be closed to the public during the event.

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Maintenance Priorities

The primary goal will be maintaining the pathway surfaces, stable pathway shoulders and to insure public safety. The maintenance staff will conduct inspection trips twice per month to check the condition of the pathway and all improvements and facilities. Any hazardous conditions will be dealt with immediately.

Control of Himalayan Blackberry should be the primary weed control. Brushing should be done at least twice per year to keep pathway surfaces and the equestrian shoulder trail free from obstruction. All weeds warranting removal should be removed mechanically wherever possible, and spraying where necessary, should be limited to the use of systemic products.

Gravel surfaces should be repaired and additional material added, if necessary, twice per year.

Bridges and Overpasses

All bridges and overpasses should be inspected annually by Clackamas County for structural integrity. Painted surfaces should be maintained and repainted as needed.

Fencing, Bollards, Gates, Signs

Regular inspections should include fences installed along the pathway, bollards or access control gates and all directional or informational signs associated with the Molalla River Pathway. These should be repaired, repainted or replaced as needed. Any damage posing a threat to public safety should be dealt with immediately. Signs should be repainted and kept in good, legible condition and updated to reflect any change in the rules of use.

Trailheads and Waysides

Trailheads and waysides, and the capital improvements associated with them, will be developed as funds become available. They may be developed and maintained at a higher level than the pathway itself.

Authorized Motor Vehicle Use

Except for the sections of designated roadway bike lanes, the Molalla River Pathway will be closed to motorized use except for the following:

**MOLALLA RIVER PATHWAY PLAN
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- Police officers
- Fire department personnel
- Contractors and utilities authorized by the managing agency

All other motorized use will be allowed only with the written permission of the managing agency and holders of leases and easements. Every effort should be made to keep motorized vehicles off the pathway on weekends.

VI. NEXT STEPS

This Draft Master Plan is the first step toward development of the Molalla River Pathway. The success of the project will depend in large part on a broad base of citizen support. The following "next steps" are recommended to continue and expand the support for this plan.

1. Brief Elected Officials - Obtain Resolution to Begin Public Review

- Members of the steering committee should brief the two city councils and County board of commissioners. A resolution directing the committee to take the plan through a public review process should be obtained.

2. Meet Individually With Property Owners

- Each property owner should be visited individually (or in small groups) to explain the plan, hear their issues, and follow-up on requests for information.

3. Conduct Public Workshops

- Develop a presentation for Citizen Participation Organizations, user groups, chambers of commerce, and other interested parties.
- Keep a log of issues raised during the workshops.
- Revise the draft plan, as needed, to respond to issues raised in the workshops.

4. Adopt the Master Plan

- Hold a public hearing in Canby, Molalla and before the County board of commissioners.
- Amend the plan, as needed, and adopt it.

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5. Amend Local Comprehensive Plans and Zoning Ordinances

- Adopt comprehensive plan and zoning ordinance amendments to implement this plan (see Chapter III E.)

6. Adopt the Intergovernmental Agreement

APPENDICES

APPENDIX A
COST ESTIMATE

MOLALLA RIVER PATHWAY

Cost Estimates & Phasing	Cost	Phase I	Phase II	Phase III	Phase IV	Phase V	Phase VI
Section 1 Right-of-Way Acquisitions							
Island Park Company (23 acres) at \$2,500/acre	57,500		57,500				
Hansen Natural Resources (72 acres)	180,000		180,000				
Other (28 acres) at \$5,000/acre	140,000		140,000				
Additional Land Purchase:							
Trail Head	15,000		15,000				
Total Section 1	\$392,500	\$0	\$392,500	\$0	\$0	\$0	\$0
Section 2 Pathway Improvements							
Repave Damage Sections	30,000			30,000			
Pave Gravel Section	350,000					350,000	
Remove Light Brush/Debris	15,000			15,000			
Bollard Lighting (Territorial Rd. -99E)	40,000					40,000	
Fence (Territorial Rd.-99E)	60,000					60,000	
Overpass Enclosure (99E)	15,000			15,000			
Signs/Furnishings	15,000			15,000			
Stabilize River Bank	320,000						320,000
Construct Equest. Trail (Partial Volunteer Labor)	350,000				350,000		
ISTEA Grant:							
Holly Street bike lanes	215,000	215,000					
Territorial Road bike lanes	75,000	75,000					
Subtotal	1,485,000	290,000	0	75,000	350,000	450,000	320,000
Design/Engineering	93,000	0	0	0	0	45,000	48,000
Contingency	239,000	0	0	15,000	70,000	90,000	64,000
Total Section 2	1,817,000	290,000	0	90,000	420,000	585,000	432,000
Section 2A Road Crossings							
Township Road							
12' Wide Vehicle Bridge	85,000			85,000			
Macksburg Road							
12' Wide Vehicle Bridge	95,000			95,000			
At-Grade Crossings:							
Territorial Rd. (ISTEA)	7,500	7,500					
Mundorf Rd.	7,500			7,500			
Eby Rd.	7,500			7,500			
Barnards Rd.	7,500			7,500			
Cramer Rd.	7,500			7,500			
Oha Rd.	10,000			10,000			
Hwy.211 (ISTEA)	10,000	10,000					
Molalla Ave. (ISTEA)	10,000	10,000					
Mathias Rd. (ISTEA)	10,000	10,000					
Adams Cemetery Rd.	7,500			7,500			
Subtotal	265,000	37,500	0	227,500	0	0	0
Design/Engineering	35,500	3,750	0	31,750	0	0	0
Contingency	53,000	7,500	0	45,500	0	0	0
Total Section 2A	353,500	48,750	0	304,750	0	0	0
Section 2B River Crossings							
Molalla Flood Plain 12' Wide	78,000			78,000			

volunteer labor is anticipated; especially with the simpler tasks of clearing trees and brush from the logging road shoulders.

Section 2A

Cost of bridges on \$50-60 per square foot (ODOT standard costs for prestressed concrete) was estimated. There was an additional cost allowance for minimal earthwork and bollards.

The cost of railings was estimated at \$50 per lineal foot. Probable span of the overpasses was determined by an OTAK survey crew: 120' at Township Rd., 118' at Macksburg Rd., and 64' missing from the river bridge.

At-grade crossings (intersection control) allow for 4 standard bollards and 2 removable bollards or a keyed gate with bike and equestrian passage to the side. Inside the Urban Growth Boundaries bollard lighting is advised. Minimal earthwork or repaving, signage and striping were also cost allowances.

Section 2B

Costs of repair/replacement of bridges is based on visual assessment of two Clackamas County engineers and an OTAK engineer. Replacement of floodplain bridge assumes 12 foot wide concrete bridge, and \$15,000 allowance for temporary culvert and gravel fill during construction. Milk Creek bridge requires only the addition of railing.

Section 3

Molalla River State Park as a trailhead assumes use of existing parking and rest rooms. The only planned site improvements are the new asphaltic concrete bike path, estimated at \$8-10 per linear foot, prefabricated bike racks and signs/plaques. The design and materials of these improvements will be subject to Oregon State Parks review.

Based on conversations with Dick Puslon, soils engineer with Clackamas County, the well at the Molalla River Bridge trailhead will probably be less than 100'. Cost was estimated at \$20 per foot of depth. Portland General Electric estimated \$8,000-10,000 to supply electricity for the well pump and rest room lights (if any). The rest room itself should be a "pathway" or "trail" type, designed for use in recreational areas. They are vandal resistant, cross-ventilated, secure and have a modular central pipe chase that can be expanded to accommodate maintenance equipment. Estimates supplied by Northwest Recreation were \$22,000-25,000. The septic drain field was estimated as an additional \$10,000 cost.

The "waterless" rest room at the city pump station was estimated at \$25,000. No well will be used and no estimate for electric services was included since they already exist at the pump house.

MOLALLA RIVER PATHWAY

Cost Estimates & Phasing	Cost	Phase I	Phase II	Phase III	Phase IV	Phase V	Phase VI
Vehicle Bridge				7,000			
Milk Creek Bridge	7,000			7,000			
Molalla River Bridge	115,000			115,000			
Subtotal	200,000	0	0	200,000	0	0	0
Design/Engineering	29,650	0	0	29,650	0	0	0
Contingency	40,000	0	0	40,000	0	0	0
Total Section 2B	269,650	0	0	269,650	0	0	0
Section 3 Trailheads/Waysides							
Trailheads:							
Molalla River State Park	10,000			10,000			
Molalla River Bridge	115,000			115,000			
Glan Avon Area	3,500			3,500			
Molalla	155,000			155,000			
Subtotal	283,500	0	0	283,500	0	0	0
Design/Engineering	41,850	0	0	41,850	0	0	0
Contingency	56,700	0	0	56,700	0	0	0
Total Trailheads	382,050	0	0	382,050	0	0	0
Waysides:							
Glan Avon Bridge	5,000					5,000	
Upper Molalla River	70,000					70,000	
Subtotal	75,000	0	0	0	0	75,000	0
Design/Engineering	11,000	0	0	0	0	11,000	0
Contingency	15,000	0	0	0	0	15,000	0
Total Waysides	101,000	0	0	0	0	101,000	0
Total Section 3	483,050	0	0	382,050	0	101,000	0
Section 4 Management & Maintenance							
Path Maintenance (Annually)	100,000		100,000				
Administrative Costs	25,000		25,000				
Total Section 4	125,000	0	125,000	0	0	0	0
Total All Sections (1994 Dollars)	3,440,700	338,750	517,500	1,046,450	420,000	686,000	432,000
Inflation Factor (4.25% per year, 2 years)	298,674	29,406	44,922	90,838	36,459	59,549	37,500
Total All Sections (1995 Dollars)	3,739,374	368,156	562,422	1,137,288	456,459	745,549	469,500
Section 5 Alternate Acquisitions and Improvements							
Macksburg Road Alternate:							
(If right-of-way from Macksburg south to Eby Rd. not acquired)							
Land Purchase	5,000		5,000				
Paved ramp to road	48,750			48,750			
Add shoulder bike lanes	200,000			200,000		200,000	
Toliver Road Alternate:							
Add shoulder bike lanes	125,000			125,000			
Subtotal	253,750	0	5,000	248,750	0	200,000	0
Design/Engineering	78,750	0	0	78,750	0	30,000	0
Contingency	50,750	0	1,000	49,750	0	40,000	0
Total Section 5	383,250	0	6,000	377,250	0	270,000	0
Total with Alternatives (1994 Dollars)	3,695,700	338,750	523,500	1,295,450	420,000	956,000	432,000
Inflation Factor (4.25% per year, 2 years)	320,810	29,406	45,443	112,453	36,459	82,987	37,500
Total with Alternatives (1995 Dollars)	4,016,510	368,156	568,943	1,407,903	456,459	1,038,987	469,500

The trailhead at Mathias Rd. in Molalla assumed a higher level of rest room development and a cost of \$60,000. Gravel parking was estimated at \$.55 per square foot and paved parking, with curbs, landscaping and lights was estimated at \$1,000 per space. Extension of utility services was included as a \$10,000 allowance. The access lane from Mathias Road was estimated at \$12 per square yard. Additional costs for landscaping and lighting will vary according to final detail design is worked out in cooperation with county planners.

Section 4

Path maintenance costs based on conversations with staff at both Portland and Gresham Parks Departments. It assumes \$4,500-5,000 per mile per year, with 25% additional maintenance costs.

Annual inflation factor based on OTAK engineer's evaluation of construction cost over the last five years.

Section 5

Costs assume purchase of ½ acre of land and importing of up to 2,000 cubic yards of fill to create a switchback, paved ramp at 5% grade (ADA standards).

Shoulder bike lane cost is OTAK engineer's rough estimate, per mile, for those improvements to narrow county roads.

