

# Community Advisory Committee (CAC)

## Meeting #1 Summary

May 29, 2019

6 PM – 9 PM

Performing Arts Center at Rose Villa

*Meeting purpose: To build an understanding of what the feasibility study is and is not about, review the charge document, and get feedback on community values.*

### Attendees

**CAC Members:** Gwenn Alvarez, Cynthia Curran, Ben Rousseau, Yvonne Tyler, Tina Moullet, Bruce Parker, Lynn Fisher, Tom Civiletti, Charles (Skip) Ormsby, Julie Budeau, Joseph Edge, Pixie Adams, Tienieke Pavesic, Anatta Blackmarr, Gerald Fox, Nita Chabala, Jeff Gudman, Kathleen Wiens, Travis Williams, Ted Labbe, Andy Schmidt

**Staff:** Clackamas County: Steve Williams, Cameron Ruen, Scott Hoelscher, Karen Buehrig; City of Lake Oswego: Mike Ward; North Clackamas Parks & Recreation District: Heather Koch; Parametrix: Mike Pyszka; JLA Public Involvement: Jeanne Lawson, Kristen Kibler, Tracie Heidt

**Guests:** Skeeter Kenshaw, Kay Kenshaw, Chips Janger, Jan Lindstrom, Jane Civiletti, Thelma Haggemiller, Arthur Emlen, Marilyn Gottschall, Paul Savas

### Welcome and Opening

Steve Williams welcomed the committee and introduced himself as a Senior Planner at Clackamas County and the Project Manager. Tina Moullet, a CAC member and the Rose Villa Senior Managing Director, welcomed everyone to Rose Villa.

### Agenda Review/Introductions

Steve reviewed the agenda and explained that the purpose of the study is to analyze the feasibility of a pedestrian and bicycle bridge over the Willamette River to connect Lake Oswego and Oak Grove. This project will address engineering and environmental feasibility, study the level of support that is needed, and examine how the city, county, and regional governments would cooperate for construction and maintenance of the bridge.

The project team, staff, and CAC members introduced themselves.

### The Charge and Charter

Jeanne Lawson, the meeting facilitator, noted that the purpose of the CAC is not to make decisions, but to forward recommendations to the Policy Committee (PC). CAC members are experts on community values, and these values are needed to evaluate future bridge options.

The main elements of the CAC charter are:

- No alternates permitted; if a member cannot attend a meeting, he/she may give written feedback instead.

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## Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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- This is a consensus-based group. Consensus is the point at which everyone can accept the recommendation, even if it is not their personal favorite. If consensus cannot be reached, there should be at least a super-majority to ensure the decision-makers know the recommendations are balanced.

The CAC will provide recommendations to the PC on three topics:

- 1) The landing criteria
- 2) The preferred connection
- 3) Bridge concepts

### CAC Role

For this project the Project Management Team (PMT) provides information to the CAC and Technical Advisory Committee (TAC), the CAC and TAC give each other feedback, and then the CAC and TAC give their respective recommendations to the Policy Committee.

### Background

Five partner agencies are participating in the project: Clackamas County (the lead agency), Metro, the City of Milwaukie, the City of Lake Oswego, and North Clackamas Parks and Recreation District. The consultant team is led by Parametrix. The project is funded by Metro.

The schedule is as follows:

- May-June 2019: CAC and PAC discuss values and criteria.
- July: Public open house and second CAC meeting to review landing locations and bridge types.
- August: Second PC meeting to discuss governance.
- September: Third CAC and PC meetings on the final recommended landing location and next steps, and a second public open house.
- October: Complete the study.

The next project phases, which will depend on the study outcome and future funding, would include environmental work, the preferred alternative, design and construction.

### Context for Locating a Bridge (Mike Pyszka)

Connecting regional trails is a Metro priority, and this bridge could connect to the Trolley Trail, Willamette River Trail and the conceptual Bridgeport-to-Milwaukie Trail.

The bridge would fill an important gap on the Willamette River, as the nearest crossings from the proposed project site are the Sellwood Bridge, four downstream miles, and the Oregon City Arch Bridge five miles upstream.

The Railroad Bridge is not an option because Union Pacific, which owns it, is not interested in expanding the bridge. Furthermore, creating access to that bridge on the Oak Grove side would be difficult and dangerous.

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## Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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A bike/ped bridge is less expensive to build, has fewer impacts and a much smaller footprint than a bridge built for cars or transit.

It is important to locate the bridge landings in the public right of way because it is costly and difficult to acquire private property.

- Public right of way options on the east side include Riverville Park, Courtney/Bluff Road and Oak Grove Boulevard. Courtney Road has a high enough elevation that we wouldn't need to go down a grade to make the connection there.
- Public right of way options on the west side include Tryon Cove Park, Foothills Park and Roehr City Park. The Bureau of Environmental Services sewer treatment plant is in Foothills Park.

US Coast Guard clearance regulations will dictate the bridge height and the channel width between piers. The bridge must have an ADA (Americans with Disabilities Act) grade of 5% or landings every 30 feet with an 8% grade.

Mike showed photos of bridges with a longer span and taller structure; long ramps to meet ADA grade; circular ramps to meet ADA grade; and elevator and stairs to meet ADA grade.

### Discussion

- If one landing is near the BES treatment facility in Foothills Park, could a bridge be built high enough to span the river to land on the east side on the Oak Lodge site? [We must build the bridge on publicly-owned land, but we could possibly build the bridge over the park.]
- What would the wildlife impacts be if a bridge were built? [We are looking at environmental impact as part of this study. The bridge would have to meet Oregon Department of Fish and Wildlife regulations.]
- What is the cost comparison for the different landing options? [We don't know yet, but we will explore that at a high level.]
- How long will it take to build the bridge? [We don't know yet.]
- There is no bike/ped connection yet from Tryon Creek Cove Park to Foothills Park.
- This area is subtly complex. I have four concerns: the box envelope for the river, the trough, flight operations over the river and Highway 43. I would like a flat bridge with a 4% grade.
- Would a landing at the BES plant in L.O. work? Also, there has been discussion of moving the plant. [During the recent Tryon Creek Cove project, we worked with BES to plan the trail. We assume the plant will be there.]

### Community Values Work Session

The group was asked to answer: *What is important to you and the communities around the river?* and to jot down their thoughts on this question.

The four small CAC groups, and a group of audience members, developed lists of issues and community values within categories that had identified by the TAC to guide the evaluation and recommendation process.

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## Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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The groups discussed the following technical team categories of criteria for potential landing sites:

- Connectivity and Safety
- Environmental Impacts
- Compatibility with Recreational Goals
- Compatibility with Existing Developments and Neighborhoods
- Cost and Economic Impact
- Compatibility with adopted plans

Each group presented its top three priorities for each criterion (Attachment A). Some of the key issues were:

- Concerns about parking
- Make the bridge iconic, something neighbors can be proud of
- Enhance the environment and minimize negative impacts in the water and from lighting pollution
- Create a positive user experience – views, smooth access and accessible grades
- Preserve the experience of nature in parks
- Connect the trail network
- Use a small footprint for landings
- Avoid negative impacts on neighbors

Additional issues that may not fit in those categories included:

- Equity is important and general enough that it could have its own technical title
- Attention to the parking needs near both landing points is crucial
- Need accommodations for users on or near the bridge, such as benches, drinking fountains and toilets

### Next Steps

The team will present the results of tonight's meeting to the Policy Committee at a public meeting on June 6, 6:30-8:30 p.m., at Lake Oswego City Hall. The results will also be used by the project team to refine the evaluation criteria. At the next meeting, consultants will present landing opportunities. The materials from tonight's meeting will be posted to the website.

Project team members are available to present at community meetings, if desired.

The next CAC meeting will be an evening meeting on the west side. The final CAC meeting, in early September, will be held at an accessible location somewhere between Oak Grove and Lake Oswego. The first public open house will be in July. A Doodle poll will be sent out to gather CAC members' best July meeting dates/times.

County Commissioner Paul Savas, an audience member, asked for a public comment opportunity on the website, and was told that this is planned.

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# Oak Grove - Lake Oswego

## Ped/Bike Bridge Feasibility Study

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### Attachment A

## Small Group Discussion Notes on Technical Team Categories of Criteria

Bolded items below indicate that it was one of the group's top priorities. The number in parenthesis indicates how many dots were placed on the idea during the interactive dot exercise.

### Existing Developments and Neighborhoods

#### Group 1

- **Small footprint**
- Reduction of green space – NCPRD (1 CAC dot)
- **Iconic bridge – destination bridge** (7 CAC dots)
- Adjacent property impacts (1 CAC dot, 1 community dot)

#### Group 2

- Stampher connection to 43 is dangerous to peds
- **Increase in traffic to Residential** (1 CAC dot, 1 community dot)
- Potential for increase nuisance crimes (what was result of Trolley Trail construction?)
- Houses limit width of locations

#### Group 3

- Concerns about impacts to neighbors (1 CAC dot, 2 community dots,)
- Bad intersection for bike/peds at State Street and A Street

#### Group 4

- **Lack of parking on east side (5 CAC dots)**
- Stairs to connect Courtney
- **Landing footprint on east side (smaller is better) (3 CAC dots)**
- Grade on east side (1 CAC dot)
- Minimize construction impacts (1 CAC dot)

#### Community Group

- Impacts to beauty/aesthetics
- What is impact to neighbors of bridge approach and landing
- What is appearance of bridge from land/neighbors
- Concern about impacts to park. Will landing or approach consume the park (Riverville)
- Character of bridge to fit neighborhood

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## Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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- Funneling bike/ped traffic to existing business area e.g. historic Oak Grove (downtown) and positive impact businesses
- Connections
  - Trolley Trail – connection eventually from west to T.T.
  - T.T. not adding new crossings (already have Courtney and Oak Grove)
  - Impacts to fewer residents at Tryon Cove Park

### Connectivity and Safety

#### Group 1

- **Resident safety – increase of traffic** (1 CAC dot)
- User safety (1 CAC dot)
- Connect to MAX in O.G. (1 CAC dot)
- If you need EMS on the bridge, who do you call?

#### Group 2

- **Connect to Trolley Trail/River Road crossing** (4 CAC dots)
- **Priority to existing trails** (10 CAC dots)
- **Safe crossing of 43 to Tryon Creek Park** (2 CAC dots)
- Community options for diverse populations
- Can be traversed by everyone (1 CAC dot)
- **Access to Light Rail**
- Keep people off Railroad Bridge

#### Group 3

- Remember/consider all forms of transit (e.g. bus, MAX)
- **Elevation question: consider the differences on the east versus west side**
- Courtney Avenue connection is good for Trolley Trail access but poor for surrounding neighbors
- This project is all about connectivity. West side could connect to Highway 43
- Connecting to Tryon Creek S.P. would be great (1 CAC dot)
- **Link the fish passage with bike/ped passage at Tryon Creek at Highway 43** (3 CAC dots)
- Regional benefit is key -- wherever the bridge lands on each side should have good connectivity to the region (2 community dots)
- Challenge of biking/walking up steep hill near certain landings, e.g. Courtney Road
- Accommodations for peds along the way

#### Group 4

- MobilAx challenged convenience
- Slower/older walkers (ADA)
- Equitable access (2 CAC dots)
- Convenience for commuters (bike)

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## Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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- Convenience to business in O.G. and L.O.
- Reduced conflicts with cars (2 CAC dots)

### Community Group

- Connect to existing network/trail
- No new road crossings on Trolley Trail (5 community dots)
- Connecting business districts (1 community dot)
- Roads on map may not be accurate
- **Steep! How do you tie in for bikes/peds**
- Parking – people will drive to access the bridge
- Earthquake – emergency evacuation in seismic event (short sighted letting cost dictate emergency needs)

### Recreational Goals

#### Group 1

- River Access – increase (1 CAC dot)
- **User experience**

#### Group 2

- **Access to parks and events in Foothills and Milwaukie**
- **Springwater regional connection**
- Tryon Creek Park connectivity (2 CAC dots)
- **Car(e)free Sunday in Milwaukie on August 4<sup>th</sup>**

#### Group 3

- Emphasis on linkage of bridge landings with transit (1 community dot)
- Question: How many people would use the bridge to commute vs for recreational purposes?
- Question: Would L.O. residents use the bridge to get to the MAX Orange Line? (1 CAC dot)
- Connectivity – remember all forms of transit (2 CAC dots)
- **Equity question: Who would be served by this bridge? Consider age, race, income level, mobility, etc.** (5 CAC dots, 1 community dot)

#### Group 4

- **Connecting amenities and businesses (destinations)**
- **Regional trails connection** (3 CAC dots)
- Tourism goals – support
- Diversity of activities
- **Wildlife viewing (birding)**

### Community Group

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## Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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- Currently no bike lanes on west side. O.G. not to solely serve as rec for both sides. Balance bike/ped access on both sides

### Environmental Impacts

#### Group 1

- **Wildlife**
  - Piers in river (1 CAC dot)
  - Construction impacts
- Lighting

#### Group 2

- Letter from users
- How the river banks might be impacted
- **Trees – keep existing/ mature restoration potential?** (2 CAC dots, 1 community dot)
- **Limits of existing greenspace in Rivervilla – can project avoid or increase? (8 CAC dots)**

#### Group 3

- Security
- Water quality – endangered species
- **Reduction of carbon footprint/pollution is key -- less car community** (3 CAC dots)
- Height of bridge – what is the effect on birds?
- Question: Can we quantify the number of trips deferred that would happen with this project? Good data collection measure
- **The experience of nature is hard to quantify. Minimize impacts on existing parks and natural areas on both the east and west side.** (3 CAC dots)
- **How are we going to make things better for the environment? Flip the question: Instead of impacts, ask how it will positively affect the environment.** (4 CAC dots)

#### Group 4

- **Habitat protection – restoration** (5 CAC dots)
- Light pollution (4 CAC dots, 1 community dot)
- Wildlife friendly/nesting (1 CAC dot, 1 community dot)
- Environmental mitigation measures
- **Connectivity to nature (viewing)** (2 CAC dots)
- Construction impacts – “light foot print”
- Fewer impacts during construction

#### Community Group

- Views -- how it affects
- **Don't disrupt wildlife**

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## **Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study**

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- **Viewpoint/viewing area on bridge**
- **Minimize in-water work (piers)**

### Cost and Economic Development Impacts

#### Group 1

- Sewer pipe on/under the bridge – funding option?
- **Milwaukie and O.G. business development**
- Support BD efforts in O.G. (3 CAC dots)

#### Group 2

- **Access to Saturday Market in L.O. and to Sunday Market in Milwaukie** (4 CAC dots)
- Tourism to Milwaukie Bay Park
- Downtown L.O. shops
- **Is a proposed bridge affordable?** (2 CAC dots)
- Increase in land value
- Oak Grove Blvd traffic – revitalize development of services and economic opportunities (2 CAC dots)

#### Group 3

- Evaluate the benefits to commerce
- The cost and time savings for people (1 CAC dot)
- Some L.O. residents would consider O.G. as L.O.'s low-income housing inventory (for comp plan zoning)

#### Group 4

- **Keeping bridge ped/bike only**
- **T2020 Bond measure – a target money source**
- **Tourism – business access**

### Compatibility with Adopted Plans

#### Group 1

- **Future growth – future Cal use?** (4 CAC dots)
- Walkability

#### Group 2

- NCPRD
- L.O. TSP

#### Group 3

- Connection to regional trails (1 CAC dot, 1 Community dot)

#### Community Group

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## **Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study**

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- Treatment plant plans

### Other Topic

#### Community Group

- Future walk/bike ferry
- 24 hour access will be a concern
- Consider historical character, i.e. 1910 RR Bridge, L.O. Ironworks (1 Community dot)
- Viewing areas on bridge