

Appendix E

Oak Grove – Lake Oswego Pedestrian-Bicycle Bridge Survey

Oak Grove-Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study

Riley Research Associates



RILEY RESEARCH ASSOCIATES

Research for Marketing, Public Relations, and Planning



***OAK GROVE – LAKE OSWEGO
PEDESTRIAN-BIKE BRIDGE
SURVEY***

**SUMMARY REPORT
SEPTEMBER 30, 2019**

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Riley Research Associates

RESEARCH | INSIGHT | KNOWLEDGE

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EXECUTIVE OVERVIEW

Some 400 residents in Milwaukie, Oak Grove, and Lake Oswego areas were surveyed for their opinions regarding a proposed pedestrian-bike bridge between Oak Grove and Lake Oswego.

Area residents on both sides of the river strongly supported having Clackamas County continue to explore the possibility of the pedestrian-bike bridge with 63% in favor of the idea, 9% unsure, and 28% opposed.

The highest level support was among voters on the east side of the Willamette River, with 71% in support, compared to 55% support on the west side.

Reasons for supporting the bridge most often included the connectivity the bridge would bring (15%) and transit connections specifically (6%), as well as encouraging low-impact transportation (8%), and opportunities for exercise (6%).

Concerns included cost (19%) and tax implications (13%), followed by traffic/parking/noise (17%), and security/safety issues (12%). Security was cited by 18% of Lake Oswego residents, but only 7% of east-siders.

More than half of the people surveyed (52%) said they were more likely to support the proposal, knowing it will be paid for by grants, or regional and state dollars.

A majority of respondents said they would use the bridge at least once (53%), although the vast majority of seniors (those age 65+) said they would never use the bridge (72%). Most residents would likely walk, bike or take transit to access the bridge (70%), but 50% also said they may drive to one side or the other.



INTRODUCTION

Riley Research Associates (RRA) was asked to conduct a scientific poll to determine perceptions about the exploration of a proposed pedestrian and bicycle bridge over the Willamette River between Lake Oswego and Oak Grove.

Riley Research surveyed a representative sample of registered voters in the cities of Lake Oswego, Milwaukie, and the precincts that make up the area known as Oak Grove on the east side of the Willamette River.



METHODOLOGY

RRA conducted a scientific telephone survey among 400 voters proportional to the voting population in the three areas surveyed. The purpose of using a voter sample was to ensure that participants were from the specific geographic areas of interest. A sample of 400 produces information considered accurate to within a margin of error of +/-5%, at a 95% level of confidence.

The questionnaire (in the appendix) included eight questions about the issues, as well as demographics. The sample was monitored to ensure that it was proportionally representative of the geographic areas of Oak Grove, Lake Oswego, and Milwaukie, Oregon.

The study sample is representative of registered voters in terms of gender, although has slightly more seniors, and slightly fewer non-affiliated voters, in terms of political parties. The demographics section is at the end of this report and details the voter list versus sample proportions.

The following is a question-by-question summary of the findings, with in-depth analysis by demographics and attention called to those questions where significant differences exist.



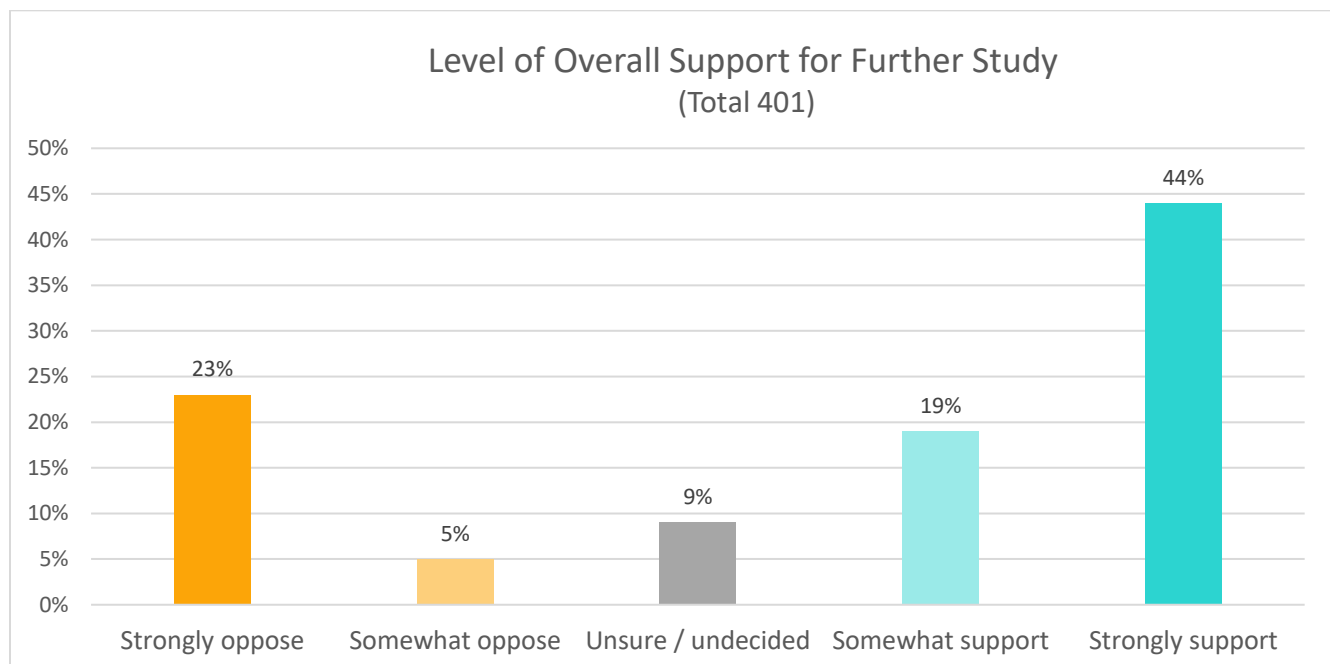
RESULTS

(This statement was read to respondents) To give you a bit of background, the Clackamas County Transportation Department would like to determine whether or not there is enough interest among local residents to continue to explore the possibility of the pedestrian and bicycle bridge. The current feasibility study is being funded by Metro. The cities of Lake Oswego and Milwaukie, as well as the North Clackamas Parks & Recreation District, are partners in this project.

The idea for this new project was raised in part because there is currently no way for the public to cross the Willamette River for a nine-mile stretch between the Oregon City Bridge and the Sellwood Bridge. The bridge would accommodate pedestrians and bicycles, would be accessible for those with disabilities, and would allow access for emergency vehicles. It would connect to current and planned bicycle and pedestrian paths on both sides of the river.

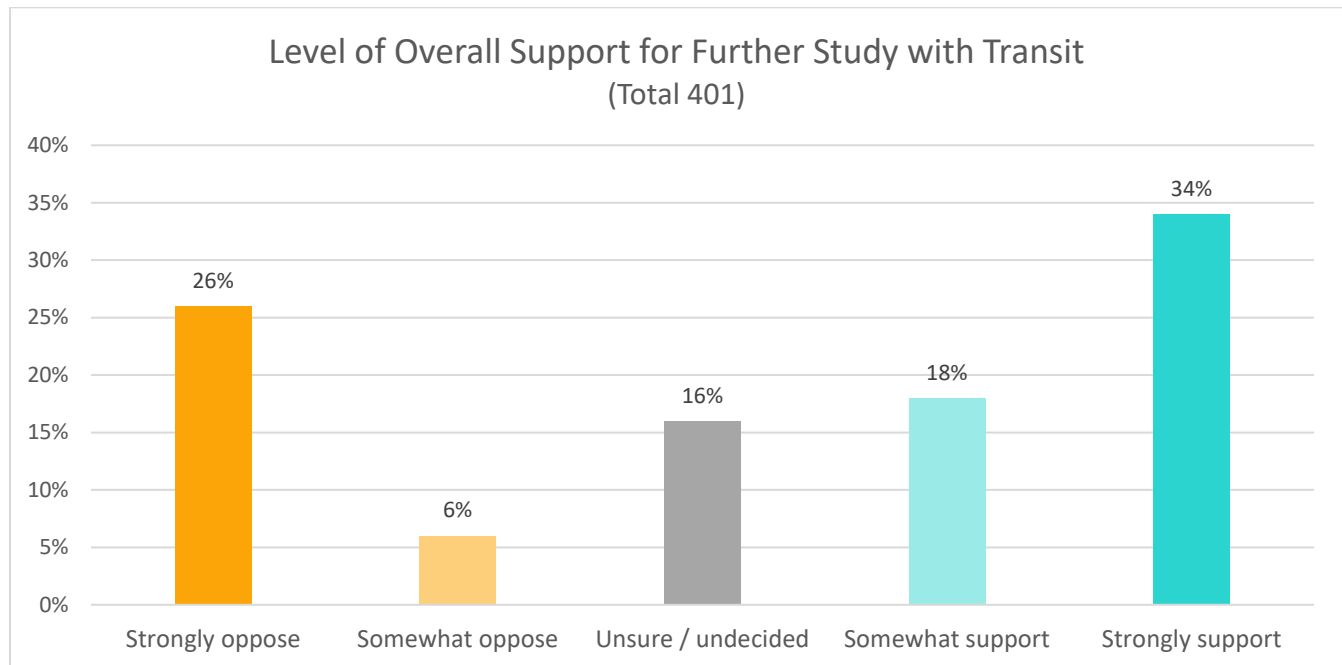
Q1. If the project were to move forward, the county would seek funding – NOT from property taxes – but from sources that could include grants, or funds from local cities, Metro, and the State. Based on this description, would you support or oppose having Clackamas County continue to explore this idea? (Probe) Strongly or somewhat?

Residents on both sides of the river strongly support having Clackamas County continue to explore the viability of the pedestrian-bike bridge with a total of 63% in favor of the idea and 9% unsure. A total of 28% oppose the idea. The highest support was on the east side of the Willamette River, with 71% support compared to 55% support on the west side.



Q2. Would you support or oppose the county continuing to explore this idea if the bridge was built to also allow small transit vehicles on the bridge to transport people from the Park Avenue light rail station to the Lake Oswego Transit station?

The proposal to add small transit vehicles to the proposal dropped support from 63% to 52%. Those unsure increased from 9% to 16% and those opposed increased from 28% to 32%. Support among west-siders decreased from 55% to 46%.



Q3. What thoughts, benefits, or possible concerns does the idea of this bridge raise? (Coded verbatim responses – Multiple responses allowed)

Comments were 55% negative, 33% positive, and 26% neutral, with the largest single issue being the cost (19%) and tax implications (13%), followed by traffic/parking/noise (17%), and security/safety issues (12%). Security was cited by 18% of those on the west side, but only 7% of east-siders.

Among the positive responses, the top mention was connectivity (15%) and transit connections (6%), plus encouraging low-impact transportation (8%), and encouraging exercise (6%).

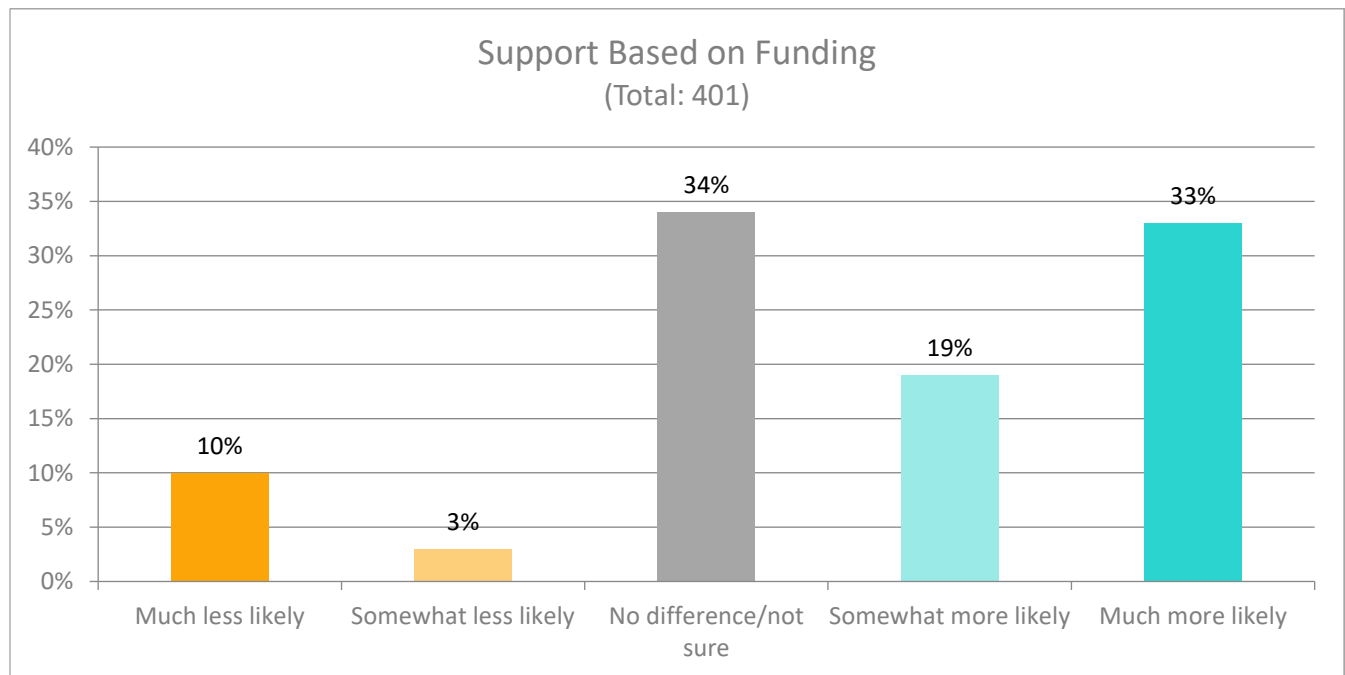
	Total
Negative Comments	55%
Cost / other priorities / not needed	19%
Traffic / parking / noise	17%
Cost tax implications	13%
Security / safety / vandalism / crime / homeless	12%
Environmental costs / burdens	4%
Impact to property owners / existing housing	3%
Appearance / negative aesthetics	1%
Miscellaneous negative	7%

	Total
Positive Comments	33%
Need the connectivity	15%
Encourages low impact ped-bike transport	8%
Opportunity for transit connection	6%
Encourages exercise	6%
Saves travel time	4%
River access	3%
Environmental benefit	2%

	Total
Neutral Comments	26%
No thoughts or concerns	17%
Need more information	3%
Neutral - access	3%
Connection to other trails	1%
Other neutral	3%

Q4. Are you more or less likely to support this idea, knowing that it will be paid for by grants, or regional and state dollars? (Probe) Much more so, or somewhat?

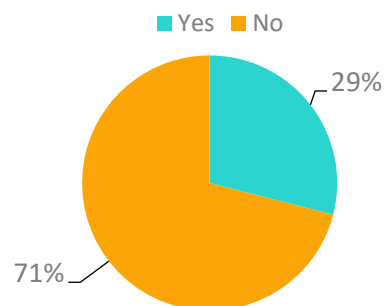
More than half of the people surveyed (52%) said this information made them more likely to support the bridge proposal.



Q5. Do you have children age 18 or younger living in your household?

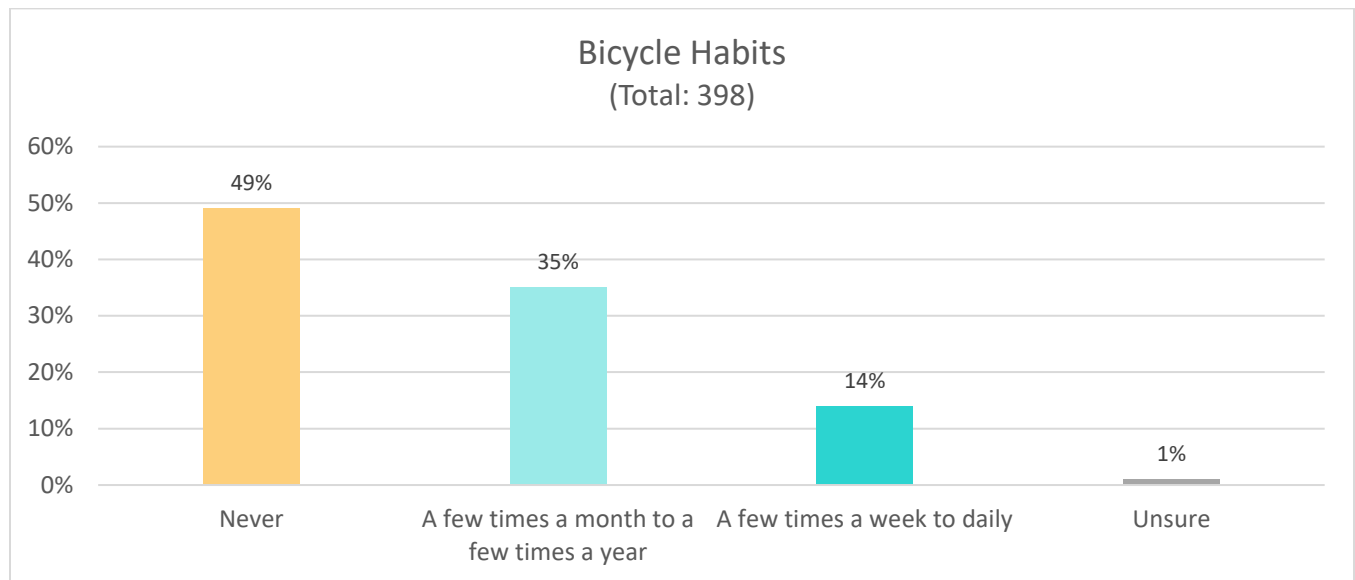
Three in 10 households have children

Households with Children
(Total: 401)



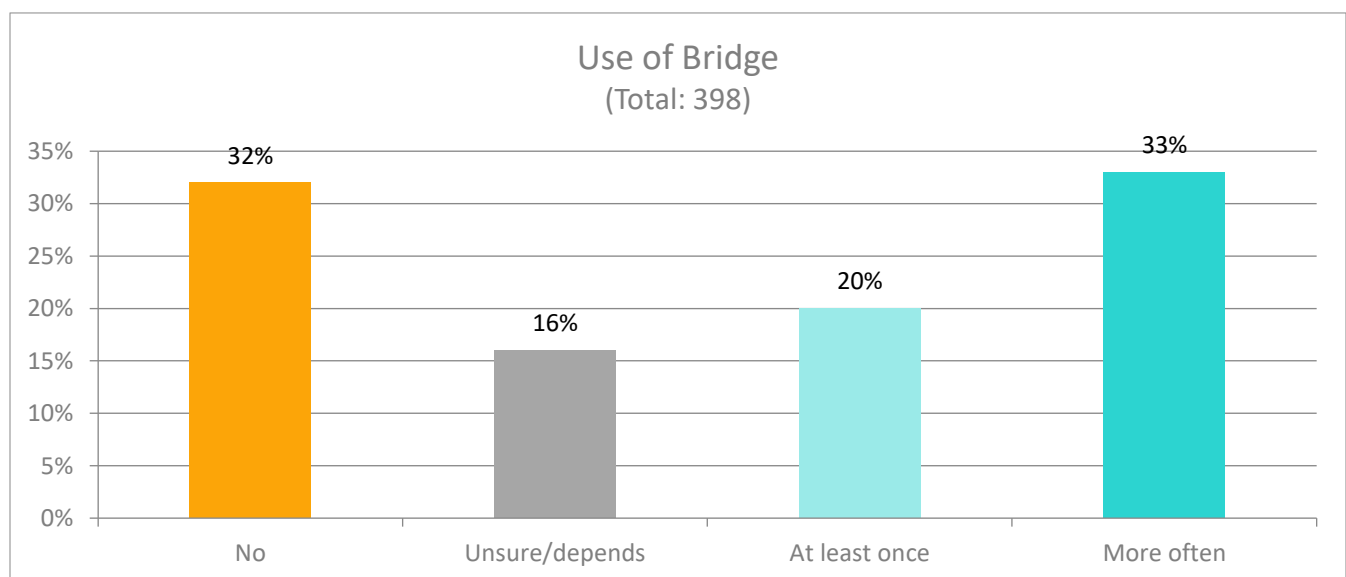
Q6. How often do you ride a bicycle for recreation and/or transportation purposes?

About half of respondents ride a bicycle at least once in a while (49%), while half never do (49%).



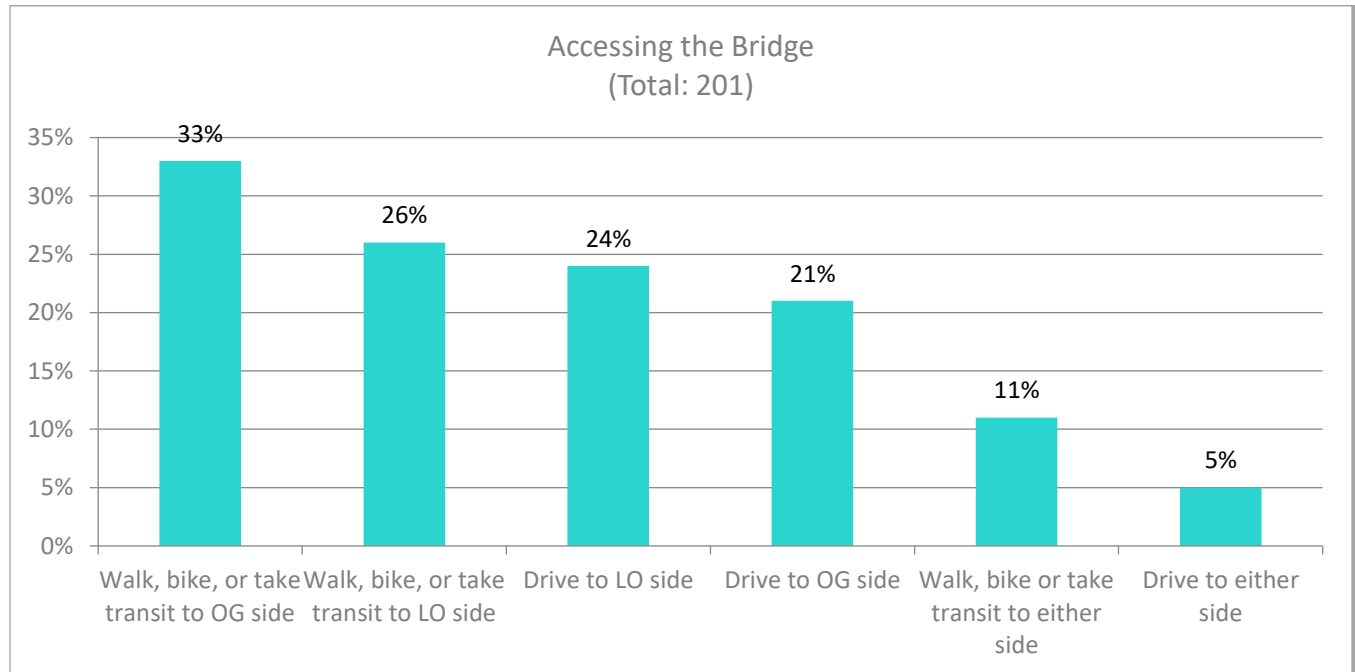
Q7. And if built, do you think you or your family members might use this bridge?

A majority of respondents would use the bridge at least once (53%), but the vast majority of those age 65+ would never use the bridge (72%).



Q8. (Of those who would use the bridge at least once) How would you or your family members most likely access the bridge? (Multiple responses allowed)

Most residents would likely walk, bike or take transit to access the bridge (70%), but 50% also said they may drive to one side or the other.





Demographics

Sample Analysis

RRA conducted this scientific telephone survey among 400 voters proportional to the voting population in the three areas surveyed. The purpose of using a voter sample was to ensure that participants were from the specific geographic areas of interest. A sample of 400 produces information considered accurate to within a margin of error of +/-5%, at a 95% level of confidence.

Q9. Party

	Sample	List
	401	12,000
Democrat	45%	47%
Republican	27%	26%
Independent	12%	5%
Non-affiliated	10%	20%
Libertarian	1%	1%
Other	4%	1%

Q10. Gender

	Sample	List
	401	11,488
Male	48%	45%
Female	52	55%

Q11. Age

	Sample	List
	401	11,988
18-24	1%	4%
25-34	5	8%
35-44	15	16%
45-54	20	17%
55-64	18	21%
65+	41	34%



APPENDIX: QUESTIONNAIRE

Clackamas County Transportation

Oak Grove – Lake Oswego Pedestrian/Bicycle Bridge Poll

Questionnaire Ver 3.1 9-6-2019

Introduction

Hello, Clackamas County has asked us to poll local residents to hear your thoughts about a proposed pedestrian and bicycle bridge over the Willamette River between Lake Oswego and Oak Grove. (If necessary) The poll will take less than five minutes. I'm looking at a voter list for your area, is this (first name)?

S1) According to Oregon voter files, your residence is in the (see list) area; is that still the case?

1	Lake Oswego (~50%)
2	Milwaukie (~30%)
3	Oak Grove (~20%)
4	Other – DISCONTINUE (if not one of these areas)

Questions

Q1) To give you a bit of background, the Clackamas County Transportation Department would like to determine whether or not there is enough interest among local residents to continue to explore the possibility of the pedestrian and bicycle bridge. The current feasibility study is being funded by Metro. The cities of Lake Oswego and Milwaukie, as well as the North Clackamas Parks & Recreation District, are partners in this project.

The idea for this new project was raised in part because there is currently no way for the public to cross the Willamette River for a nine-mile stretch between the Oregon City Bridge and the Sellwood Bridge. The bridge would accommodate pedestrians and bicycles, would be accessible for those with disabilities, and would allow access for emergency vehicles. It would connect to current and planned bicycle and pedestrian paths on both sides of the river.

If the project were to move forward, the county would seek funding – NOT from property taxes – but from sources that could include grants, or funds from local cities, Metro, and the State. Based on this description, would you support or oppose having Clackamas County continue to explore this idea? Strongly or somewhat?

1	Support strongly	5
2	Support somewhat	4
3	Unsure / Undecided	3
4	Oppose somewhat	2
5	Oppose strongly	1

Q2) Would you support or oppose the county continuing to explore this idea if the bridge was built to also allow small transit vehicles on the bridge to transport people from the Park Avenue light rail station to the Lake Oswego Transit station?

1	Support strongly	5
2	Support somewhat	4
3	Unsure / Undecided	3
4	Oppose somewhat	2
5	Oppose strongly	1

Q3) What thoughts, benefits, or possible concerns does the idea of this bridge raise?
(Ask open ended – else code responses as below)

VERBATIM Codes

	Negatives
1	Cost / Other Priorities / Not needed
2	Cost / Tax implications
3	Environmental costs / burdens
4	Security / Safety / Vandalism / Crime / Homeless
5	Traffic / Parking / Noise
6	Aesthetics – appearance / View
7	Impact to property owners / existing housing
9	Miscellaneous negative: list
	Neutral
10	Where would it be? How access?
11	Need more information
12	When would it happen?
13	How connected to other trails?
19	Miscellaneous neutral: list
	Positives
20	Needed transportation connectivity
21	Encourages low-impact (ped/bike) transportation
22	Encourages recreation / Exercise
23	Saves travel time
24	Environmental benefit / Saves energy
25	River access
26	Opportunity for transit connection
29	Miscellaneous positive: list
30	None

Q4) Are you more or less likely to support this idea, knowing that it will be paid for by grants, or regional and state dollars? (Much more so, or somewhat?)

1	Much more likely	5
2	Somewhat more likely	4
3	No difference / Not sure	3
4	Somewhat less likely	2
5	Much less likely	1

Demographics

Q5) To finish up, do you have children age 18 or younger living in your household?

1	Yes
2	No

Q6) How often do you ride a bicycle for recreation and/or transportation purposes? (Read list)

1	Daily	5
2	A few times a week	4
3	A few times a month	3
4	A few times a year	2
5	Never	1
6	Not sure	9

Q7) And if built, do you think you or your family members might use this bridge? (Read list)

1	At least once	2	
2	More often	3	
3	No	1	Do not ask Q8
4	Not sure - depends	9	Do not ask Q8

Q8) (If planning to use the bridge at least once) How would you or your family members most likely access the bridge? Select all that apply. (Read list)

1	Drive to bridge on Lake Oswego side
2	Drive to the Oak Grove side
3	Walk, bike or take transit to the bridge on Lake Oswego side
4	Walk, bike or take transit to the Oak Grove side
5	Drive to either side
6	Walk, bike or take transit to either side

Those are all of our questions, thank you for taking the time to share your thoughts!

From Voter List

Q9) Indicate Party (proportional)

1	Democrat
2	Republican
3	Non-affiliated
4	Libertarian Party
5	Pacific Green Party
6	Constitution Party
7	Working Families
8	Independent Party
9	Other

Q10) Indicate Gender (proportional – 55/45)

1	Male
2	Female

Q11) Indicate Age Category (proportional to list – with limit on 65+)

1	18-24
2	25-34
3	35-44
4	45-54
5	55-64
6	65+



Memorandum

Date December 5, 2019
To Kristen Kibler, JLA
From Alisa Pyszka, Bridge Economic Development
Ayreann Colombo, Bridge Economic Development
Subject Equitable Development Analysis
Project OGLO

SUMMARY

There has been minimal construction of new housing units within the study area that add to the overall housing supply, and the new units are largely single family. Furthermore, due to aging population with no new millennials, it is assumed that a large percentage of the population is aging in place, which precludes turn-over in the existing housing supply. This local trend is exacerbated by the current national trend of dramatic shifts in generational preferences and household demographic trends, migration to cities over the past decade are at highest level since World War II, while housing production has fallen to historic lows. This imbalance between housing supply and demand has led to rapidly rising housing prices, economic displacement of lower income families and communities of color, and increases in homelessness. Without an increase in the amount and diversity of housing supply, housing costs in the study area will only continue to increase. Therefore, the ped/bike bridge should be viewed as an amenity (based on information outlined in the conclusion section) that will attract construction of a new diverse housing supply, as allowed by zoning, that can flatten or decrease the growing rate of housing costs and rents. If these communities do not increase the amount and diversity of housing types, housing costs will only increase making this area less equitable.

BACKGROUND

Project Description

Clackamas County is leading a study to determine if it might be feasible to build a pedestrian/bicycle bridge across the Willamette River between unincorporated Oak Grove and the City of Lake Oswego. The study is expected to be concluded by the end of 2019. If the study finds that the bridge is feasible and a group of government agency partners agrees to move forward with the project, the next steps would be design, environmental studies and permitting, along with additional public outreach.

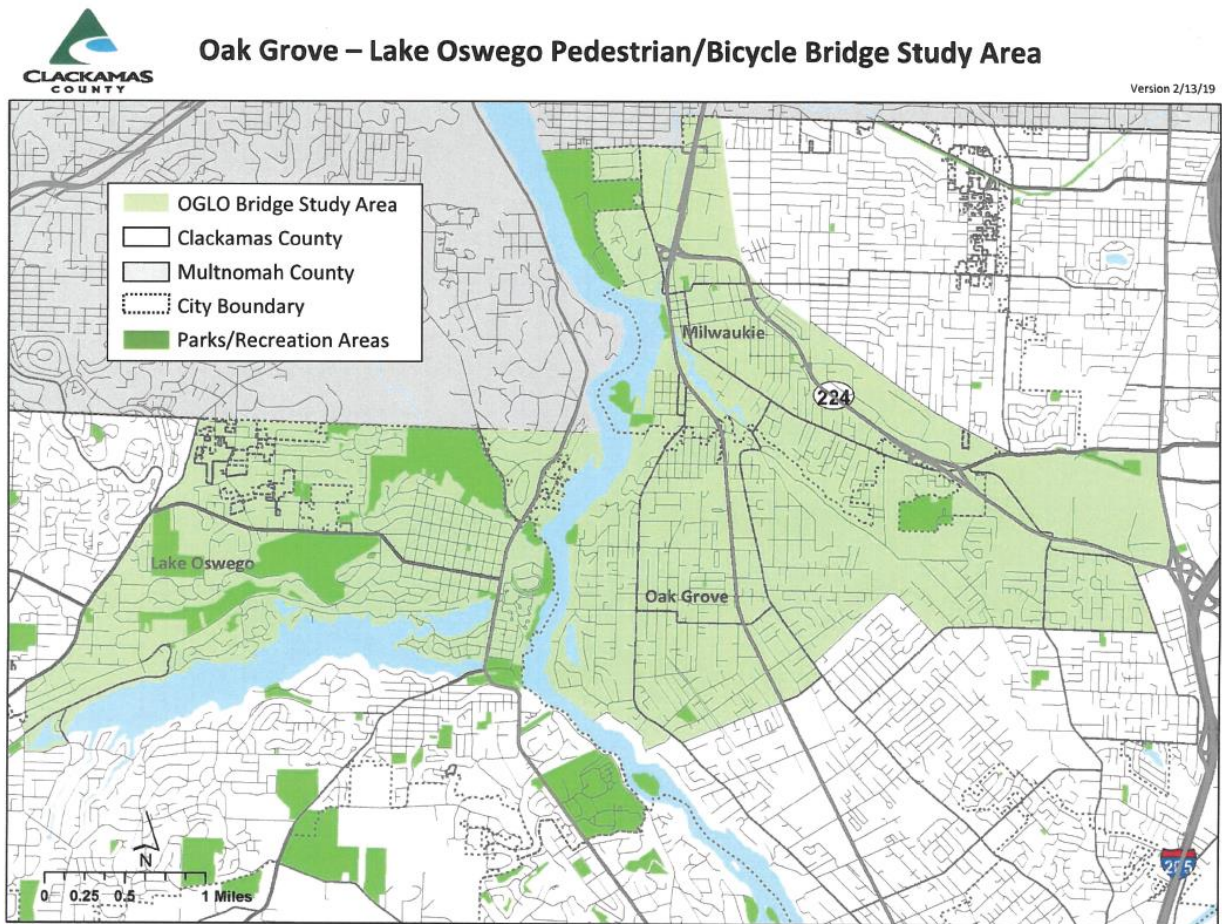
Objectives for Economic Impacts Memo

The objectives of this memorandum are to document project area demographics to establish current and recent demographic trends in the past 10-years. Additionally, an evaluation of properties that have the potential for redevelopment based on land value in comparison to building value is provided. This information establishes a baseline to evaluate the potential for new private investment within the project area. Future anti-displacement programs can be targeted to areas identified for potential redevelopment.

Study Area

The Study Area includes the Clackamas County census tracts 201, 202, 208, 212, 213, 214 and 215 within Lake Oswego, Oak Grove and a portion of Milwaukie, Oregon as identified in the following map. All following information pertains to this area.

Figure 1: Project Area



Source: Clackamas County

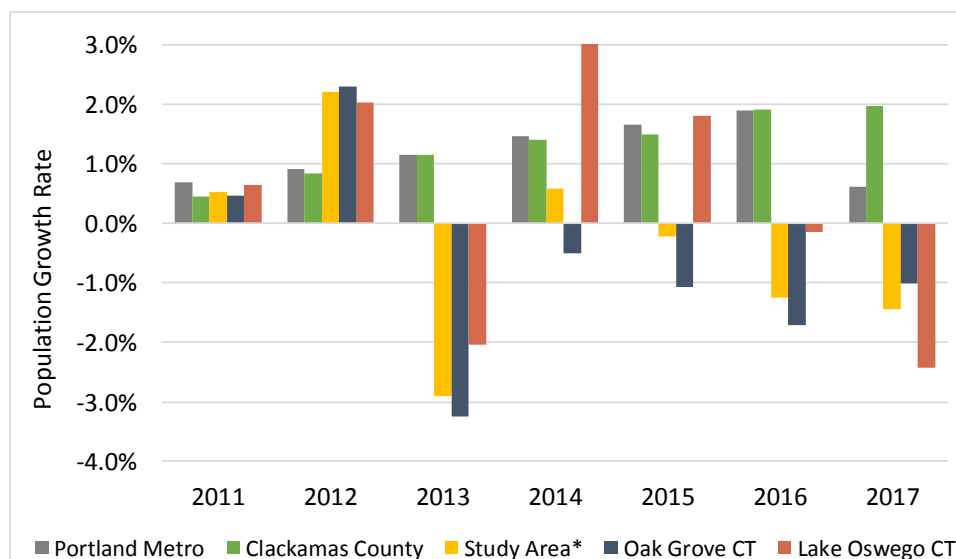
DEMOGRAPHICS

Analyzing the demographics for the study area provides an understanding of growth trends and make-up of the population. The entire study area has seen flat to negative growth rate since 2010. The study area is getting older, increasing from 43 to 46 years, compared to the Portland Metro median age of 37.8 years. There has been no increase in the millennial population¹. Racial diversity has increased in the study area by 1.5 percent and people of Hispanic origin have increased by 2%. Education attainment of a bachelor's degree has increased by 5 percent. In 2017, median household income averaged \$72,423 in the Study Area, with an average annual increase of 2.8 percent.

Population

- Study Area including Oak Grove and Lake Oswego Census Tracts (CT):
 - Population: 33,315
 - Annual population growth: average 0% since 2010, with the last five years trending negative.
- Oak Grove CT:
 - Population: 23,235
 - Annual growth population growth: average -0.7% since 2010, with the last five years trending negative.
- Lake Oswego CT:
 - Population: 10,075
 - Annual growth population growth: average 0.4% since 2010, with the last five years trending slightly higher.

Figure 2: Population Growth Rate Between 2010-2017, Portland Metro, Clackamas County & Study Area



Source: PSU Population Research Center and U.S. Census Bureau

*Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

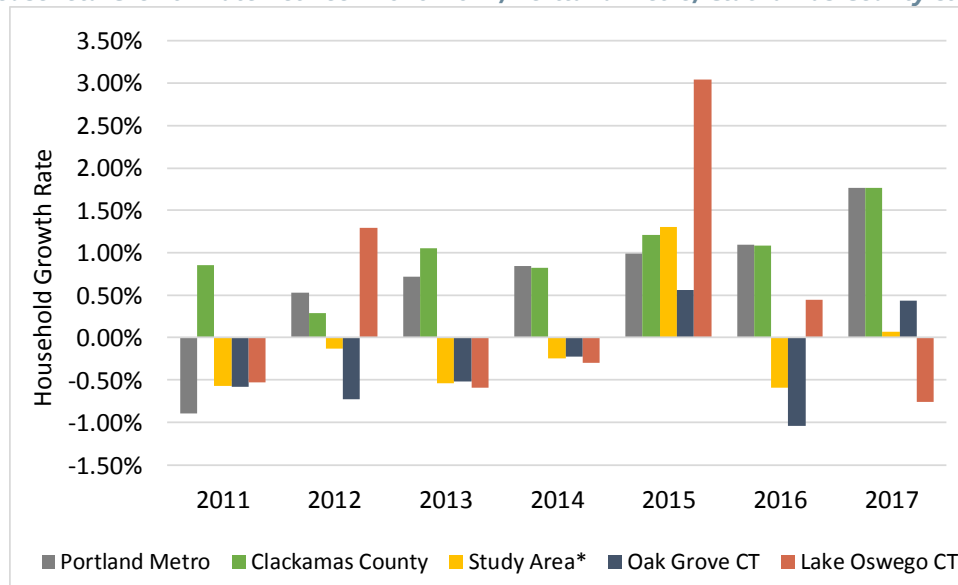
¹ Millennials are officially defined as adults between the age of 23 and 38. Due to the delineation of age brackets in Census data, we are counting adults between the age of 20 and 40.

Households

Similarly, household growth has been flat for the Study Area averaging -0.1% since 2010. While Lake Oswego CTs experienced slightly positive growth, it was offset by slightly negative in the Oak Grove CT area.

Given our experience with other work in the area as well as this assessment, we consider the reason for the flat or negative growth to be closely tied with the lack of new housing developed and/or available in the area. As illustrated below, growth in housing units in the Study Area has been similarly flat or negative with the exception of positive growth in 2017. In 2017, the Study Area had 14,600 households.

Figure 3: Household Growth Rate Between 2010-2017, Portland Metro, Clackamas County & Study Area



Source: U.S. Census ACS 5-Year Estimates

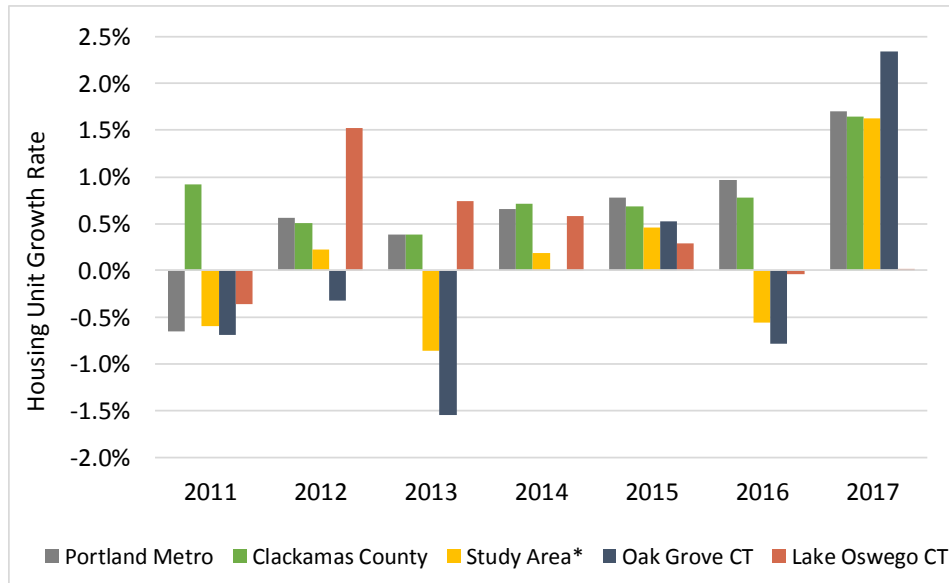
*Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

Housing Units

Since 2010, growth in housing units² in the Study Area has averaged 0.4% annually. The Study Area added 72 housing units—130 in Lake Oswego while Oak Grove lost 58 units. Typically, negative growth in housing units indicates a high level of demolitions or housing that becomes uninhabitable. Between 2016 and 2017, the Study Area added 253 units (all in Oak Grove CTs) to bring the total housing units as of 2017 to 15,845.

² Housing units accounts for all residential units including mobile homes.

Figure 4: Growth Rate of Housing Units Between 2010-2017, Portland Metro, Clackamas County & Study Area



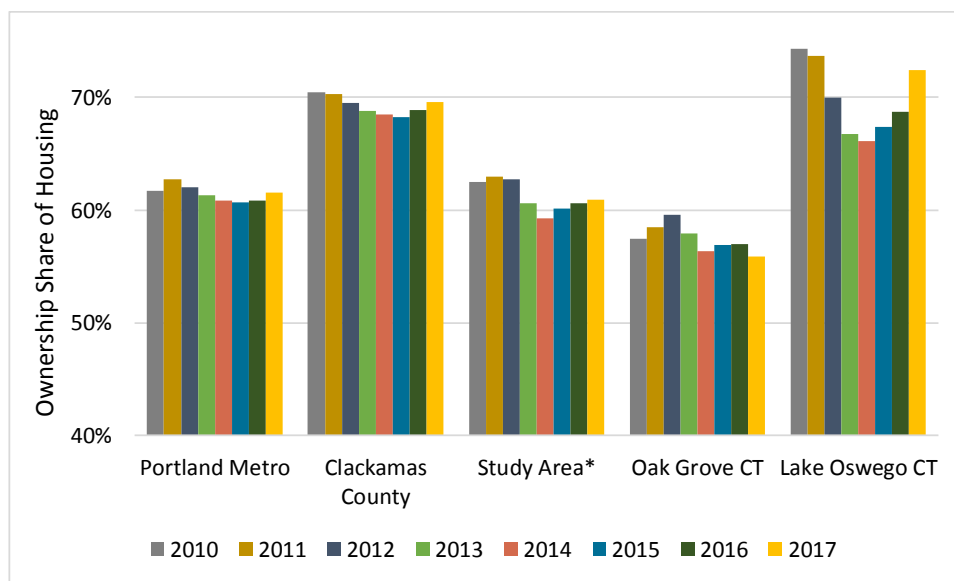
Source: U.S. Census ACS 5-Year Estimates

* Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

Tenure

The level of ownership-households to renter-households in the Study Area has remained stable since 2010 remaining at about 61% owner households. Oak Grove CTs have averaged ownership levels of 57% over the period while Lake Oswego CTs averaged 70%. Likewise, Portland Metro and Clackamas County have maintained ownership levels of 62% and 70%, respectively.

Figure 5: Percentage of Residential Ownership Between 2010-2017, Portland Metro, Clackamas County & Study Area



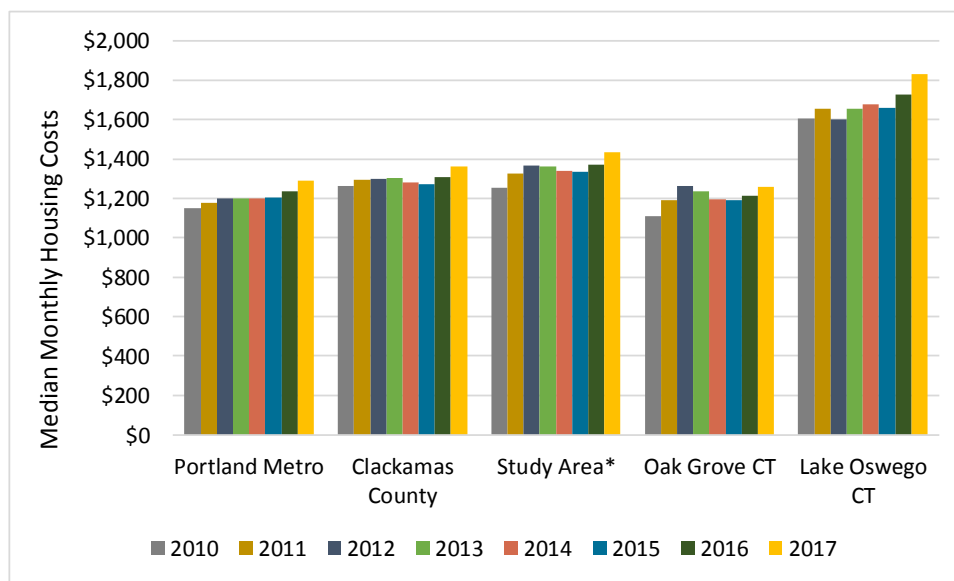
Source: U.S. Census ACS 5-Year Estimates

* Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

Housing Costs

Median monthly housing costs have increased by an average of 1.9% annually in the Study Area since 2010 with a significant portion of the increase, 4.5%, occurring between 2016 and 2017. Oak Grove and Lake Oswego CTs maintained similar levels of increase in housing costs until 2016 at which time Oak Grove CTs increased 3.7% through 2017 and Lake Oswego CTs averaged 6.2%. Portland Metro has averaged 1.6% annual growth over the same time period, while Clackamas County's monthly housing costs averaged 1.1% annual increases. Housing costs are defined by the Census as the sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including payments for the first mortgage, second mortgages, home equity loans, and other junior mortgages); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); and fuels (oil, coal, kerosene, wood, etc.) Lake Oswego housing costs (mortgage costs) typically increase at a greater rate than the region due to greater appreciation.

Figure 6: Median Monthly Housing Costs Between 2010-2017, Portland Metro, Clackamas County & Study Area



Source: U.S. Census ACS 5-Year Estimates

*Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

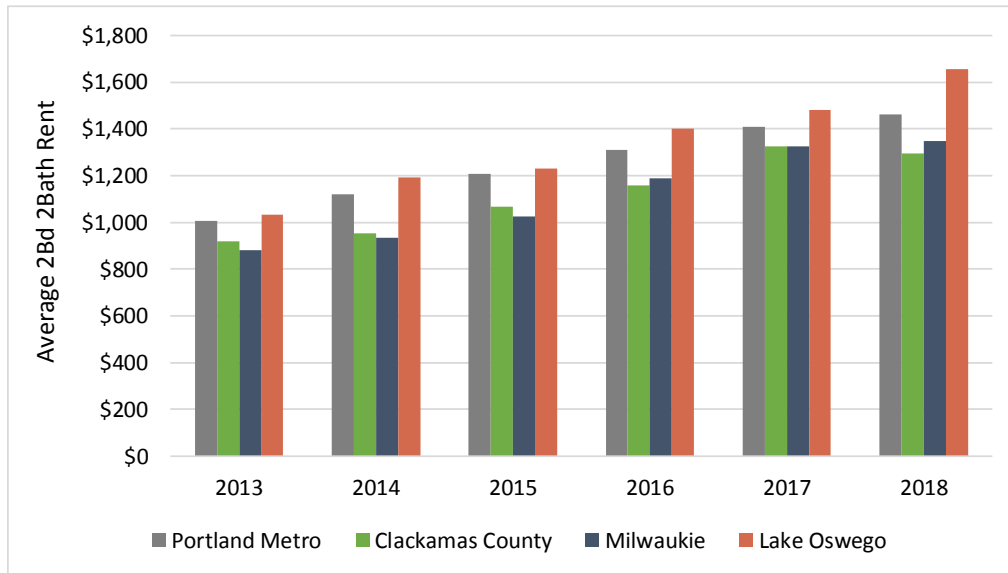
Rental Rates

Average monthly rental rates for 2 bedroom/2 bath apartments in Milwaukie³ increased by 15.80% in 2016 and 11.71% in 2017. The rental rate increase slowed to 1.58% in 2018. The overall rental rate for Milwaukie in the Fall of 2018 was an average of \$1.43 per square foot. In Lake Oswego, average rental rates for 2 bedroom/2 bath units increased by 13.64% in 2016, 5.86% in 2017 and 11.61% in 2018. The average rent per square foot was \$1.46.

³ In this case, "Milwaukie" is defined by The Apartment Report, the source of the data, as the area from south of the Springwater Corridor (to the north) south to just north of the city of Gladstone. "Lake Oswego" includes both Lake Oswego and West Linn.

Data for 2019 is not yet available but given an influx of apartment supply in the metro area and overall market indications, we expect that growth in rental rates for 2019 will have slowed relative to recent years.

Figure 7: Median Monthly Rental Rate Between 2013-2019, Portland Metro, Clackamas County, Milwaukie & Lake Oswego*



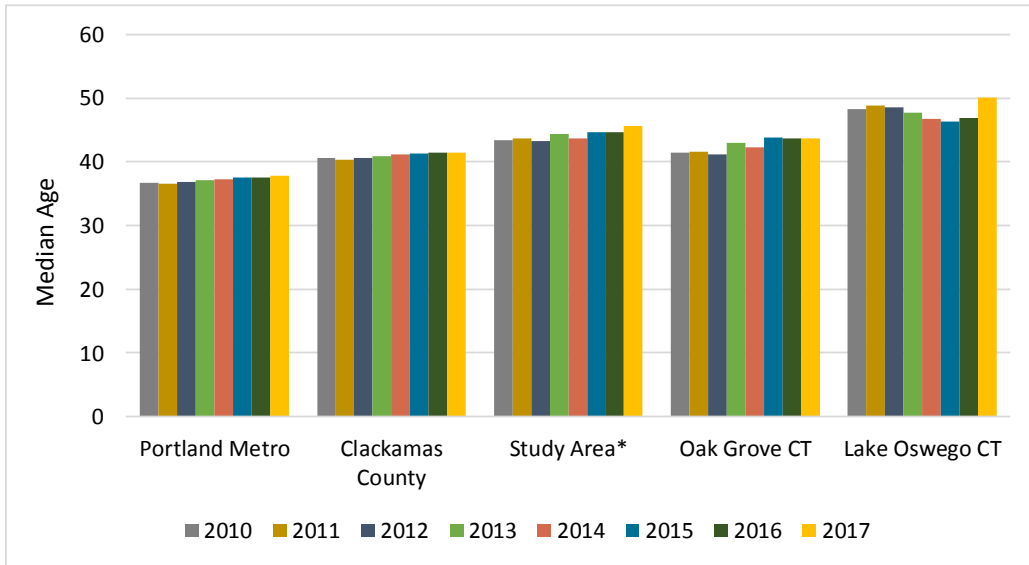
Source: The Apartment Report, Multifamily Vol. 29 NW Fall 2018
 *2 bedroom/bath market-rate apartment, Portland Metro includes Vancouver, WA

Median Age

- Since 2010, the median age within the Study Area increased from 43 to 46. The addition of residents age 60 and older grew by 2% between 2010 and 2017. During the same period, the millennial population⁴ grew by 0% due to a negative growth in millennials in Lake Oswego while Oak Grove grew the millennial population 2%.
- Similarly, residents within Portland Metro and Clackamas County have aged over the last seven years but less so with median ages increasing by only about one year (36.7 to 37.8 in Portland and 40.6 to 41.1 in Clackamas County). In 2017, millennials accounted for about 21 percent of the population in Portland Metro and Clackamas County.

⁴ Millennials are officially defined as adults between the age of 23 and 38. Due to the delineation of age brackets in Census data, we are counting adults between the age of 20 and 40.

Figure 8: Median Age Between 2010-2017, Portland Metro, Clackamas County & Study Area



Source: U.S. Census ACS 5-Year Estimates

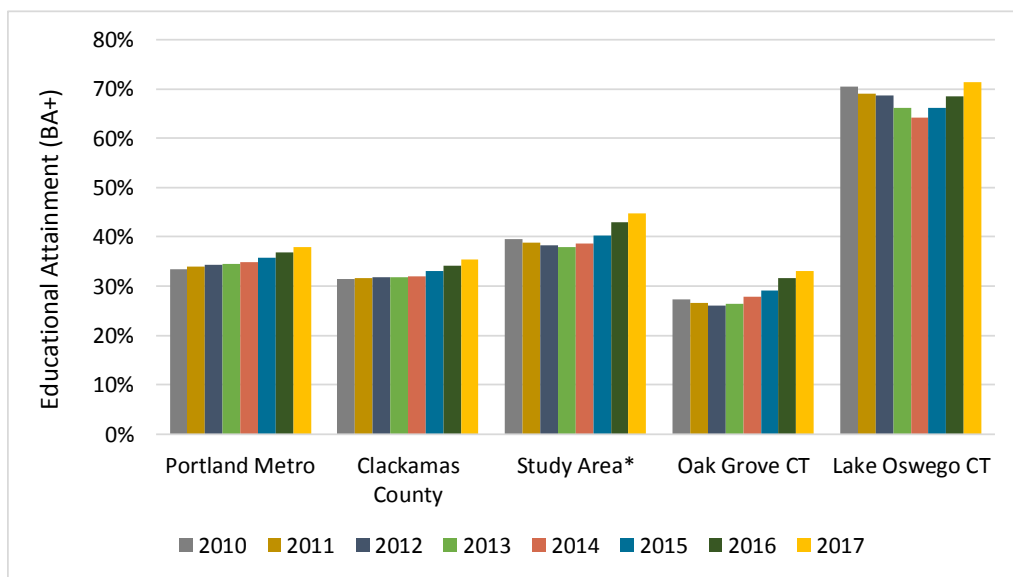
* Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

Educational Attainment

The level of educational attainment has increased within the Study Area since 2010:

- 2010: 39.6% with a bachelor’s degree
- 2017: 44.7% with a bachelor’s degree

Figure 9: Educational Attainment Between 2010-2017, Portland Metro, Clackamas County & Study Area



Source: U.S. Census ACS 5-Year Estimates

* Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

Race

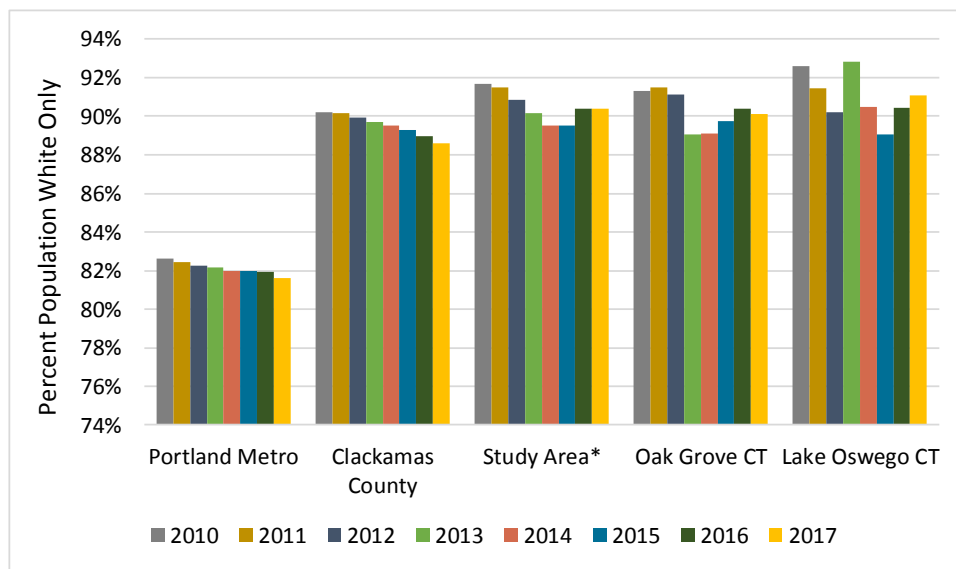
Racial diversity in the Study Area has increased only slightly in the last seven years, averaging a total increase of about one to one-and-one-half percentage points since 2010. The Census Bureau does

not categorize Hispanic/Latino as “Race” but rather as an origin. Therefore, the Hispanic/Latino population is categorized across races. The majority of people of Hispanic/Latino origin are captured in race as White with a fewer number captured as Black or African American. From 2010 to 2017, the changes were as follows:

- Whites – decreased by 1,219
- Asians – increased by 138
- African Americans – increased by 45
- American Indian/Alaskan Native – increased by 207
- Native Hawaiian/Other Pacific Islanders – increased by 102

In 2017, approximately 7% (2,455) of the Study Area population was of Hispanic or Latino origin, an increase from 5% (1,600) in 2010. This trend is also represented in the Oak Grove Elementary School that consists of 18% Hispanic/Latino students and 8 spoken languages in the 2017-18 school year⁵.

Figure 10: Change in Race, White Only Between 2011-2017, Portland Metro, Clackamas County & Study Area

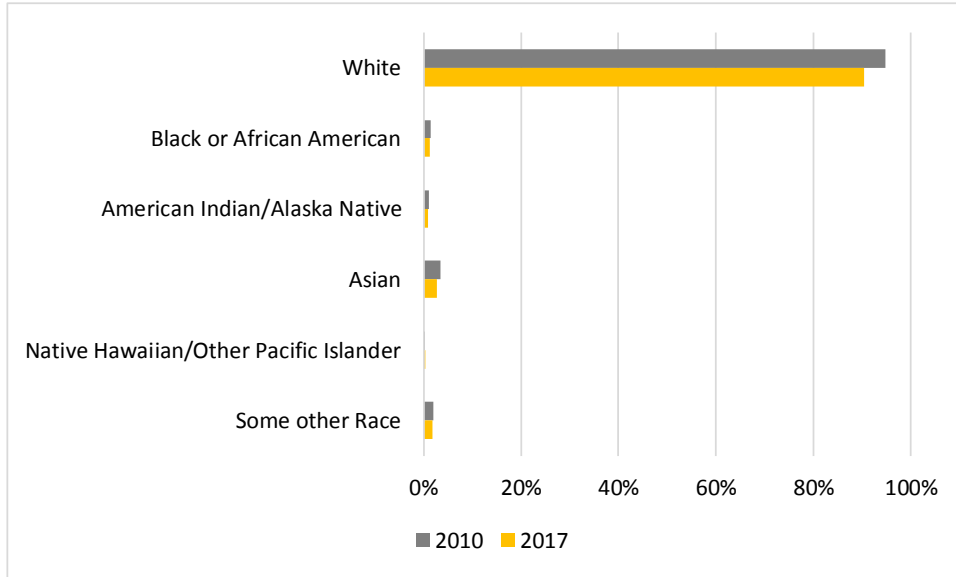


Source: U.S. Census ACS 5-Year Estimates

* Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

⁵ Oregon At-a-Glance School Profile 2017-18 Oak Grove Elementary, Oregon Department of Education 2018

Figure 11: Race Between 2010-2017, Study Area



Source: U.S. Census ACS 5-Year Estimates

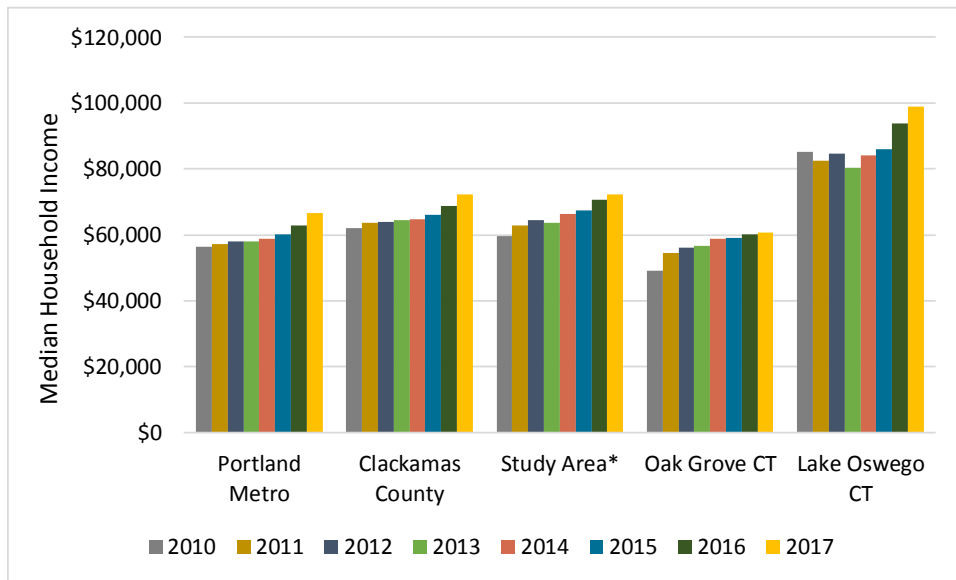
* Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

Household Income

Median household income in the Study Area grew moderately between 2010 and 2017 averaging a 2.8% increase annually. The Oak Grove CTs experienced an increase in median household income of 3.1% while Lake Oswego CTs experienced an increase of 2.2%. In 2017, median household income averaged \$72,423 in the Study Area.

Portland Metro and Clackamas County had similar gains in median household income.

Figure 12: Median Household Income Between 2010-2017, Portland Metro, Clackamas County & Study Area



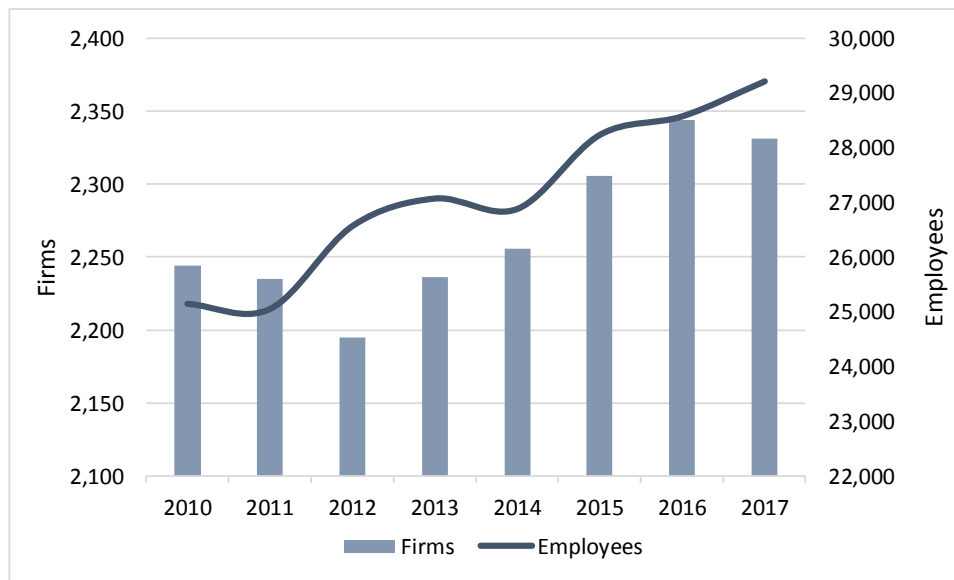
Source: U.S. Census ACS 5-Year Estimates

* Study Area: Includes Lake Oswego Census Tracts (201 & 202) and Oak Grove Census Tracts (208, 212, 213, 214 & 215).

Employment

The Study Area added about 4,000 employees between 2010 and 2017, averaging an annual growth rate of about 2.2% with some years seeing significantly. Meanwhile, the Study Area added 87 new firms. Employment includes all jobs ranging from retail to professional services.

Figure 13: Employment Between 2010-2016, Study Area (Zip Codes: 97034, 97222 & 97267)



Source: U.S. Census Zip Code Business Patterns

Building Permits

According to City of Lake Oswego data for the last ten years, Lake Oswego has issued 348 permits for new construction. Of those, four have been for commercial construction (a school, a building for the Center of the Arts, a mixed-use building and general commercial building) while the remaining 344 have been issued for single family housing. Of the 344 housing permits, 226 include demolition of existing residents and replacement with a new unit. Therefore, 118 new housing units have been added to the overall supply. According to Clackamas County data, there have been 1,663 housing units constructed in the Oak Grove area portion of the study area since 2001. In the last 10 years, 924 units have been constructed.

CONCLUSION

Recent studies indicate that real estate values increase with proximity to bicycle paths and walking trails as summarized below. ⁶

- *Indianapolis, Indiana.* A 2014 study of Indianapolis's eight-mile (13 km) Indianapolis Cultural Trail by the Indiana University Public Policy Institute found that since its opening in 2008, the value of properties within a block of this high-quality biking and walking trail

⁶ Urban Land Institute: Active Transportation and Real Estate: The Next Frontier. Washington, D.C.: The Urban Land Institute, 2016

has risen an astonishing 148 percent. The value of the nearly 1,800 parcels within 500 feet (152 m) of the trail increased by more than \$1.01 billion over the same period.

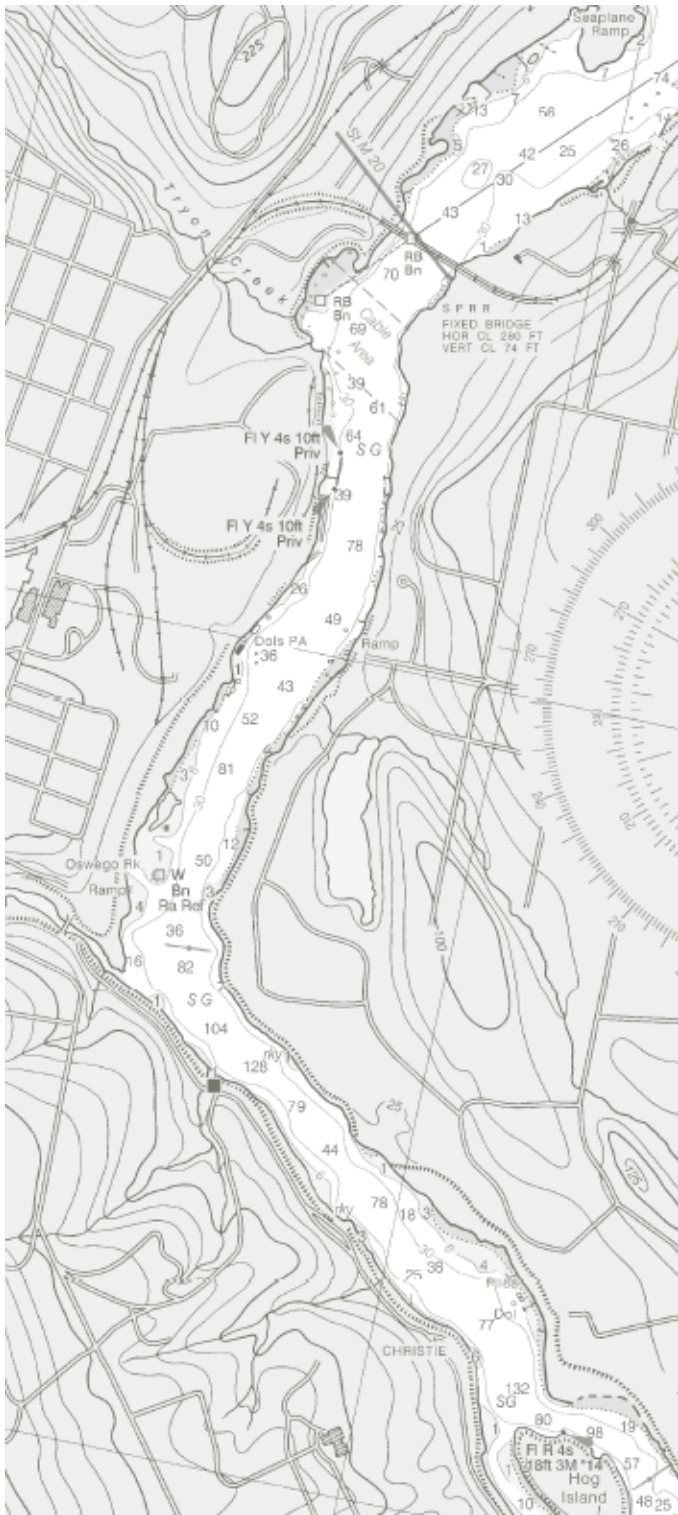
- *Dallas, Texas.* Since the opening of the 3.5-mile (5.6 km) Katy Trail in the Uptown neighborhood of Dallas in 2006, property values have climbed nearly 80 percent, to \$3.4 billion, according to Uptown's business improvement district.
- *Radnor, Pennsylvania.* A 2011 study by the GreenSpace Alliance and the Delaware Valley Regional Planning Commission found that properties within a quarter-mile (0.4 km) of the Radnor Trail in Radnor Township, Pennsylvania, were valued on average \$69,139 higher than other area properties further away. Real estate listings in Radnor frequently mention trail access in their advertisements.
- *Atlanta BeltLine.* In 2013, REMAX Realty in Atlanta explained that homes near the BeltLine - a transit and trail loop around the city that will include a planned total of 33 miles (53 km) of pedestrian and bicycle trails—were selling within 24 hours. Before the Atlanta BeltLine project began, homes along the corridor had typically stayed on the market for 60 to 90 days.
- *Minneapolis, Minnesota.* A University of Minnesota study found that, in the Minneapolis/St. Paul area, for every 1,312 feet (400 m) closer a median-priced home is to an off-street bicycle facility, its value increases by \$510.
- *United States.* A 2009 nationwide study by CEOs for Cities, a cross-sector organization that develops ideas to make U.S. cities more economically successful, found that "houses located in areas with above-average walkability or bikability are worth up to \$34,000 more than similar houses in areas with average walkability levels."

As identified in the demographic information above, there has been minimal construction of new housing units that add to the overall housing supply, and the new units are largely single family. Furthermore, due to aging population with no new millennials, it is assumed that a large percentage of the population is aging in place, which precludes turn-over in the existing housing supply.

This local trend is exacerbated by the current national trend of dramatic shifts in generational preferences and household demographic trends, migration to cities over the past decade are at highest level since World War II, while housing production has fallen to historic lows. This imbalance between housing supply and demand has led to rapidly rising housing prices, economic displacement of lower income families and communities of color, and increases in homelessness⁷. Without an increase in the amount and diversity of housing supply, housing costs in the study area will only continue to increase. Therefore, the ped/bike bridge should be viewed as an amenity that will attract construction of a new diverse housing supply (as allowed by zoning) that can flatten or decrease the growing rate of housing costs and rents. If these

⁷ Housing Underproduction in the US, Up for Growth National Coalition, 2018

communities do not increase the amount and diversity of housing types, housing costs will only increase making this area less equitable.



Appendix G

Meeting Notes:

Policy Committee

Community Advisory Committee

Oak Grove-Lake Oswego Pedestrian/Bicycle
Bridge Feasibility Study

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

Policy Committee (PC) Meeting #1 Summary

June 7, 2019
6 PM – 8 PM
Lake Oswego City Hall

Meeting purposes:

- Review context for bridge landing locations
- Provide direction on project evaluation criteria
- Discuss formation of governance agreement

Attendees

PC Members: Mark Gamba, Mayor of Milwaukie; Christine Lewis, Metro Councilor; Jackie Manz, Lake Oswego City Councilor; Paul Savas, Clackamas County Commissioner

Project Staff: Clackamas County: Steve Williams, Ellen Rogalin; City of Lake Oswego: Mike Ward; Parametrix: Mike Pyszka; JLA Public Involvement: Jeanne Lawson (facilitator), Kristen Kibler, Tracie Heidt

PC Member Staff: Tracy Moreland, with Commissioner Savas; Ramona Perrault, with Christine Lewis

Guests: Iris Walling; Mike Bliziotis; Jeff Gudman, CAC; John Charles; Thelma Haggemiller; Skip Ormsby, CAC; Casey Snoeberger

Welcome and Opening

Councilor Jackie Manz welcomed everyone to Lake Oswego City Hall. Jeanne Lawson asked the PC members to introduce themselves and share their hopes for this feasibility project.

- Councilor Manz would like the group to make this project happen. Its implementation depends on a number of factors, but it is a Metro Tier 2 project and therefore elevated in importance.
- Mayor Gamba as an avid cyclist understands how important the bridge is to opening up east/west connectivity.
- Councilor Lewis said that by the time Metro refers the funding measure in 2020, we can have a plan in place and perhaps move this project into the funding measure. There is community buy-in on both sides of the river. It would be an attraction for recreational users and a major bonus for bike commuters.
- Commissioner Savas recalls policy-makers discussing the bridge idea decades ago and likes the possibility of a bridge reducing traffic congestion in the region. It's a great opportunity to connect the communities on each side of the river. The Trolley Trail is the most used trail in Clackamas County and the bridge would allow a great extension of it.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

Agenda Review

Jeanne noted that this meeting is intended to lay the foundation for the decisions the PC will make in the feasibility study.

Mayor Gamba: Will we talk about right of way approaches on both sides of the river? Mike Pyszka: We are only taking a high-level look right now.

Public Comments

- John Charles, Cascade Policy Institute: Earlier today we released a paper about the Sellwood Bridge reconstruction -- "Promises Unfulfilled." We have the scope of work and consultants for this feasibility study project so that in analyzing different sites we should locate a site for a traffic bridge that is superior to the Sellwood Bridge, which failed because it has not alleviated traffic congestion. Metro sponsored a study about 25 years ago to examine 20 potential bridge crossings, but they all were rejected. Congestion on both sides of the river is bad and the cut-through traffic is a problem. He handed out a paper documenting the problem. Metro should launch a better study for a larger bridge site and the information from this feasibility study could serve a future task force for a traffic bridge site as well.
- Thelma Haggemiller: I wasn't allowed to speak at the CAC meeting last week. It is short-sighted to plan a bridge designed for bikes and peds but not cars. There will be a lot of growth within the next 20 years, and this bridge will not accommodate future widening or retrofitting to allow vehicles. The bridge will need to accommodate emergency vehicles cars if there is a natural disaster. [Mayor Gamba said that when Milwaukie was designing a bike path parallel to 99E, they were required to design a path to accommodate emergency vehicles, so this bridge would most likely have to accommodate emergency vehicles, too.]

Study Purpose and Overview (Steve Williams)

When Clackamas County updated its Transportation System Plan in 2012, this was the highest interest project in the entire county. The County has been looking for ways to move this project forward for several years and appreciates Metro's offering of transportation funds for the study. We are looking at what a bridge could mean and do for Lake Oswego, Oak Grove and the greater region. It makes sense to conduct a feasibility study first, rather than a design study, to ask the basic question of whether the bridge could be built at a reasonable cost, and if there is enough public support to move it forward. This is a unique project because all the other bridges in the region are owned and maintained by just one jurisdiction.

PC Role and Charter (Jeanne Lawson)

The draft protocols in the charter are to not have alternates and that the group strives to make decisions by consensus. The draft outlines a process for decision-making if they can't initially achieve consensus. The group agreed with the suggested protocols.

The PC is to decide on:

- Preferred landing points
- Preferred connections
- Bridge concepts
- Governance

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The governance question is the most important point on which to achieve consensus. The goal is to reach a decision that can be durable to all the partner organizations. The question of funding, ownership and maintenance among their jurisdictions is key.

Commissioner Savas asked Mayor Gamba if Milwaukie, without jurisdiction in the project area, would consider helping defray the cost and/or managing the bridge. Mayor Gamba said he would have to ask his city council, but he thinks there would be council interest.

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.

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.

Discussion

Commissioner Savas: Is it possible to accommodate emergency vehicles? [Mike: We are studying the landing and technical design criteria and through these will look at the load required for emergency vehicles. So far, the assumption has been that there is not a great need because there are full emergency services on both sides of the river in the vicinity of the bridge.]

Councilor Manz: Could you scale the design to consider accommodating a smaller or mid-sized emergency vehicle rather than a large ladder truck? [Mike: We can look at both scenarios. We would need to factor in a 20,000-pound design load as well as structure depths and heights.]

Councilor Lewis: Can you define what the financial and right of way requirements would be for such a design so we can have that information available to evaluate options? [Mike: Yes, that can be factored in.]

Mayor Gamba: What is the required ship clearance? [Mike: The U.S. Coast Guard is working with us and the current assumption is 75 feet based on clearance for the adjacent railroad bridge and the I-205 bridge upstream.]

Environmental Scoping Process (Mike Pyszka)

This study will set the stage for an environmental assessment to be done during the next phase if the project moves forward. During this phase, the team will hold a scoping workshop and produce a NEPA scoping and permitting report. If the funding is local (Metro T2020 or other non-Federal), then the U.S. Coast Guard would be the lead agency. If the funds are Federal, then the US Army Corps of Engineers would be the lead agency. Either way, work performed

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for the feasibility study can be applied to future phases. This phase will look at environmental impacts from a broad level, not in detail.

Public Involvement Process (Kristen Kibler)

Three hundred online surveys had been completed so far. Community outreach will be conducted over the summer in parks and at farmers' markets.

Councilor Manz: Should we give local partners the survey information to distribute to our constituents? [Kristen: The CAC members are distributing the survey and it was recently posted in the *Hello LO* and *Milwaukie Pilot* newsletters. Ellen Rogalin added that the survey will close on June 15 so the County will give it a final promotional push on social media.]

Commissioner Savas: I would like a public comment period available at all of the project events. [Kristen: We will make sure there are opportunities. All the public meetings and events are interactive in some way. At the CAC meeting, the group is so large that the project team wanted to make sure all of their voices were heard; therefore, public comment was focused on the Policy Committee and other outreach. The CAC meetings will provide the public an opportunity to give some feedback at the meeting.]

Discussion

Question: Is there limited landing space on the Lake Oswego side due to the railroad tracks?

Answer/Discussion: Tryon Creek Cove Park has an at-grade crossing at Highway 43. From the Tryon Cove Concept Plan there are two options for a pedestrian crossing at Highway 43: a new signal at the intersection of Terwilliger and 43 or a tunnel underneath the intersection. As part of this study, an alignment will be considered for crossing over the railroad tracks and 43. The required clearance is 25 feet from the tracks. A landing at Foothills Park is also an option.

Councilor Manz: Foothills Park makes sense as a landing point, but it would be nicer to connect to Tryon Creek Cove Park.

Mike: The southern-most connection on the east side would be on Oak Grove Boulevard and the connection point on the west side would be Roehr Park. The CAC feedback was that the community would like an iconic bridge that they could be proud of. On the east side, the public property options are Rivervilla Park or Courtney Avenue.

Commissioner Savas: I recommend that each of us go for a walk on the side of the river that is least familiar to us to get a real sense of the possible landings.

Evaluation Criteria and Community Values (Jeanne Lawson)

The community values came from the CAC and the technical criteria came from the TAC and agency staff. At the CAC meeting, there was a larger representation from the east side and the team will keep this in mind as they refine the values. The CAC brainstormed individually and working in small groups, and then shared their groups' priorities with the large group. They ended by noting their individual priorities.

Connectivity and Safety

- Commissioner Savas: Are ADA requirements well covered? [Mike: ADA requirements tie into several criteria.] Commissioner Savas: There is a high population of senior

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citizens on both sides of the river near the proposed landing sites. Consider an inclusive design and an appropriate slope.

- Mayor Gamba: It is prudent to take the future Cascadia earthquake into account. It wouldn't be wise to build a spiral landing because that can't accommodate emergency vehicles if needed. [Mike: The landing size affects the design significantly.]
- Commissioner Savas: The public would more readily support the bridge project with a public safety component. [Mike: The AASHTO design loads for pedestrian bridges are 90 pounds per square foot for pedestrians and a 20,000-pound vehicle load. This would be an ambulance or small first responder vehicle. To accommodate a full-size fire truck or emergency vehicle would require a standard vehicle bridge.]

Environmental Impacts

- Avoid adverse impacts to listed species – fish and birds.
- Avoid both long-term and construction impacts.
- Light pollution is a concern.
- Look at pier spacing in the river to minimize impacts to sensitive species.

Existing Development and Neighborhoods

- Avoid displacement of businesses and residents.
- Concern was expressed about the privacy of the residents below the bridge landings. Some people might not like the idea at first, but if we build a beautiful, iconic bridge they may accept it later, like the tram.
- Consider how parking will work. If the bridge is iconic and draws large crowds, people will drive to it. Connections in residential neighborhoods would have limited or no parking to accommodate this type of use.

Cost and Economic

- Business owners would like businesses to benefit.
- Privacy and safety screening on the bridge is important to some, but others don't want to compromise the view from the bridge. It is important to consider design trade-offs with operational costs.
- Sea planes would still be able to fly and land in the river.

Land use planning

- Consider not only the location of the bridge, but the trails connections as well.
- We want neighborhoods that work for everyone.

Governance Agreement

The governance agreement is probably the most important element before the group in terms of the success of the project. Steve said Mike Bezner, Clackamas County Assistant Director of Transportation, will convene a small group of executive leaders from the partner agencies to discuss the governance agreement and then report back to the Policy Committee.

Committee members were asked to share issues they would like the executive team to consider. The guiding questions are who would own the bridge, pay for it and maintain it?

Commissioner Savas: The parks departments of the agencies may take the lead.

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Councilor Manz: Intergovernmental agreements (IGAs) can be difficult to manage and the upfront cost of ongoing maintenance is a big question.

Mayor Gamba: None of the three jurisdictions have any experience owning and maintaining bridges like this one and therefore it seems beyond the scope of a parks department or district. Because splitting ownership is difficult, one entity should own the bridge and the other partners could help support it. This would mean consortium funding and an ongoing IGA for maintenance.

Commissioner Savas: It's wise to study other successful models. Steve: There are several bike/ped bridges on the Willamette River with different owners on each side, and we will speak to those agencies about how they have managed ownership issues.

Public Comment

Skip Ormsby, CAC member from Lake Oswego: Current connections across the Willamette River are not good. Millennium Plaza in Lake Oswego might be a good landing point because of the adequate railroad clearance. The four top factors to consider when designing the bridge are vessel clearance on the river, Highway 43 crossing to Terwilliger, the railroad tracks and seaplane flight approaches.

Casey Snoeberger, Oak Grove: Thanks for covering the issues well. Parking is important to consider. Special events on or near the bridge could cause parking issues. Sometimes motorized vehicles drive on the Trolley Trail illegally, and they might do so on the bridge as well, so liability should be considered. Consider fishing options off the bridge.

Next Steps

The Policy Committee will meet again in August on the west side of the river.

Oak Grove - Lake Oswego Ped/Bike Bridge

Feasibility Study

Policy Committee (PC)

Meeting Summary

September 6, 2019

9 – 11 am

Milwaukie City Hall

Meeting Objectives

- 1) Present the 10 alignment options and share the three top choices of the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC) and
- 2) Learn the PC's top three alignment recommendations.

Attendees

PC Members: Mark Gamba, Mayor of Milwaukie; Christine Lewis, Metro Councilor; Jackie Manz, Lake Oswego City Councilor; Paul Savas, Clackamas County Commissioner

Project Staff: Clackamas County: Steve Williams (project manager), Ellen Rogalin; Parametrix: Mike Pyszka; JLA Public Involvement: Jeanne Lawson, Kristen Kibler, Tracie Heidt

PC Member Staff: Tracy Moreland, Clackamas County

Guests: Anatta Blackmarr, CAC; Tina Moullet, CAC; Brock Inman; Julie Budeau; CAC; Michael Dewitz; Lydia Lipman; Lisa Nowak; Alivia Cetas; Marc Laubaugh; Rachel Dawson; Gene Fifield; Jane Civiletti; Tom Civiletti, CAC; Michelle Matt; Myke Landis; Lance Landis; Gerald Fox, CAC; Fred Sawyer; Deborah Bokowski; Chips Janger; Steve Morris; Robert Rose; Bill Osburn; Jeff Gudman, CAC; Thelma Haggemiller; Skip Ormsby, CAC; Andrew Kershaw

Welcome, Meeting Purpose, and Agenda Review

Jeanne Lawson welcomed the PC and announced that she would be the facilitator of the meeting.

Steve Williams noted that the project schedule was moving quickly because the project team would like to provide the PC's recommendation to the Metro T2020 group by the end of September. At the final PC meeting on September 27, the PC will determine whether the project is feasible to move forward.

The project team deemed it more important to conduct a scientific survey of public interest in the bridge rather than conduct another public open house. This survey will help inform the PC's final decision. A third public open house, along with an online open house, will be held later in the process when the product is finalized.

Jeanne reviewed the meeting agenda.

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Feasibility Study

Opening Public Comment

Lisa Novak -- During my vacation I sat at Riverilla Park to inform visitors about the project and how problematic it would be for the park. It would hurt parking. Riverville Park is a beautiful, active park and place of neighborhood unity and that unity could be torn apart.

Bill Osburn -- I agree with Lisa's points. This is a foolish project that would benefit few people while the rest of the public foots the bill. A bridge that does not also alleviate traffic congestion is not worth building at this time.

Brock Inman -- I agree with the previous two speakers. The brief allotment of time for public comment during today's meeting is indicative of the project's lack of interest in public input. Why are Milwaukie and Lake Oswego at the table if this is a Clackamas County project? I don't want further intrusion into Lake Oswego.

Steve Morris -- I own a house on State Street in Lake Oswego. The project should post all objections to the project on the project website in addition to a good cost estimate. I'm concerned about user access; more parking must be considered. I don't like the northern landing options in Lake Oswego but could live with the southern one. Consider light impacts on neighbors, as well as homeless management.

Bob -- I bike to downtown Portland and Oregon City and would never drive to the bridge. At a time when society needs to reduce its carbon footprint, we should consider this bridge. I don't care which alignment is chosen, as long as a bridge is built.

Presentation of Alignment Alternatives

Mike Pyszka presented the 10 potential bridge alignments (see below), and PC members discussed the alignments and asked questions.

Alignments:

- A-2 SW Terwilliger Blvd to SE Bluff Rd
- A-3 SW Terwilliger Blvd to SE Courtney
- B-2 Tryon Cove (Upper) to SE Bluff Rd
- B-3 Tryon Cove (Upper) to SE Courtney
- C-2 Tryon Cove (Lower) to SE Bluff Rd
- D-1 Foothills Park to Riverville Park
- D-2 Foothills Park to SE Bluff Rd
- D-3 Foothills Park to SE Courtney
- E-4 Roehr Park to Oak Grove Blvd
- F-4 William Stafford to Oak Grove Blvd

Discussion and Questions

Regarding A2, how much would a landing that spanned Highway 43 cost? [That particular cost point is yet unknown but including this element in the bridge would eliminate the need for a

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future project to cross Highway 43, as the Tryon Cove Creek project proposes. A2 and A3 are longer alignments so they would cost more.]

Why was a Bluff Road landing considered if there is no direct connection to the Trolley Trail? [It eliminates neighbor impacts and the team wanted to include such an option. A3 has a better connection to the Trolley Trail.]

What would be the structural impacts to Rivervilla Park? Would there be support columns that span across the park? [The columns would be 150 feet apart. It would track along the southern edge of the Oak Lodge Water District facility or into the Courtney Road right of way rather than in the park itself. The Bluff Road and Courtney Road alignments have minimal impacts to the park. The bridge would cross over the parking lot but not impact it.]

How much would it cost to extend B2 to cross over Highway 43 at Tryon Creek Cove Park? [The next step in the study will be to do a cost estimate of the three best alignments.]

I am sensitive to the public's and CAC's recommendations on the alternatives and want to support their recommendations.

Mike -- C2 would have more impacts on Tryon Creek Cove Park, as the bridge would have to reach the height to the river. It would land at a lower site and there would be a challenge of BES fill to reduce the length of the bridge. D1 has a great benefit to Foothills Park and trail connectivity, and there is potential parking on site; but it has a significant impact to Rivervilla Park due to the grade and the compromising of usable space in the park. D2 would be a shorter structure; both D2 and D3 have better connectivity. They meet most of the criteria, cost less and have the best connectivity to downtown Lake Oswego.

Is the high water table a problem? [No.]

Mike – I've been looking at parallel studies for future connections at Foothills Park. E4 from Roehr Park to Oak Grove Boulevard would have a lot of impacts on residents, as people would see the bridge from their front door. It would benefit downtown Oak Grove but has a steep grade to access Oak Grove beyond the landing. Courtney Road has a smaller grade. F4 is secluded on the west side, but ties into an existing trail. There would be significant impacts on both sides of the river, and there are strict zoning and covenant restrictions on the Lake Oswego side.

What is the best alignment option for bicycle commuters who would travel from Oak Grove to Lake Oswego en route to Kruse Way? [The Terwilliger Boulevard landings.]

How wide is the Oak Grove Boulevard right of way? [60 feet. The disadvantage of the Courtney Road landing is that it is narrow and heavily used by neighborhood traffic.]

Summary of Input from Public and Committees

Jeanne reviewed highlights from the July 22nd CAC meeting and outlined themes. The CAC ultimately identified **A3, D3 and E4** as their top three choices. They were not as enthusiastic about E4, but they liked the connection it provided to downtown Oak Grove businesses.

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Feasibility Study

Kristen summarized the two public open houses, held August 5th and August 7th in Lake Oswego and Oak Grove respectively, as well as the online open house. The approximately 600 people who visited the online open house were self-selected and therefore the survey was not statistically valid. It confirmed, however, what the project team had been hearing from the beginning: there are those who would like a bridge regardless of the precise alignment option and those who do not want a bridge at all. The survey indicated there would be a significant user base. The public's top three choices were **A3, B3 and D3**.

The Technical Advisory Committee's top three choices were **A3, D3 and D2**.

Further PC Discussion

Parking is tighter on the east side than the west side. Housing is denser on the east side and the streets are narrower. On the west side, there is the potential to acquire parking around Foothills Park if needed.

Bicycle commuters are concerned with the high volume of auto/bike/ped traffic on Fair Oaks Avenue. If Courtney Road is a landing point, then a traffic study should be conducted there. The right of way is narrow.

Scheduling the PC to tour the landing sites as a group is a good idea now that we have narrowed them down to three. [Steve will schedule that at the end of this meeting.]

All three alignments the CAC recommended can accommodate EMT access.

Regarding governance of the bridge, representatives of each of the four involved governments have been talking about the process. They will develop a legal agreement if the time comes.

Commissioner Savas noted that he has heard feedback regarding parking concerns on the east side. The project team should factor in whether parking would be available and how it would affect the neighborhood. He has heard more negative feedback from the public than positive but surmised that many of the complaints might fall away now that the alignment options have been narrowed.

Mayor Gamba recommended the team add the following question to the upcoming survey: "How often would you drive your car to the bridge in order to use it?"

Jackie Manz said that her constituents in Lake Oswego have focused on the homelessness issue and crime, and she recognized that parking issues can derail a project. She advised the team to be clear on messaging about the project goal so that people understand that this is a bike/ped bridge only.

The PC members agreed that A3 and D3 are their two top choices and they agreed to D2 as well, despite the fact that they believed Bluff Road is not an ideal landing. This decision paralleled the recommendation of the TAC. The CAC had recommended E4 instead of D2, but due to the residential impacts on Oak Grove Boulevard, the TAC and PC decided against E4.

Oak Grove - Lake Oswego Ped/Bike Bridge

Feasibility Study

Analysis of Transit on Bridge

Steve said there was a recent request from Metro staff for the project to analyze transit on the bridge. The team plans to look at alignment D3 and study how the inclusion of transit would affect the design and costs. Transit in this case would include a small bus but not light rail. Adding a single transit lane would double the width of the bridge and most likely the cost and would have a greater impact to the area due to its size. TriMet has said it is not interested in adding a bus route to the future bridge.

The group was surprised that Metro had made this request so late in the process and was concerned that the public would feel betrayed by this sudden change in scope. Steve said that they would study the transit element as requested by Metro, which is funding this project, but that the PC's final recommendations about the project would be key.

Next Steps

September 19, 6 - 8 p.m. – Community Advisory Committee meeting, Robinwood Station Community Center, 3706 Cedar Oak Drive, West Linn

September 27, 11 a.m.–1 p.m. – Policy Committee meeting, Clackamas County Development Services Building auditorium, 150 Beaver Creek Rd, Oregon City

The displays/maps from this meeting will be posted to the website.

The next steps for this project, if the PC determines it is worth pursuing to the next stage, would be environmental scoping and the governance agreement.

Closing Public Comment

- I live near Oak Grove and moved there because my family and I love the area and love to bike on the Trolley Trail. An Oak Grove Boulevard landing is a good option.
- Have you visited the Courtney landing? It is a dangerous corner and has an existing drainage problem.
- Climate change demands that we consider this bridge. It closes a gap of trail connectivity. I like the option to split the ramps on the Lake Oswego side to serve both locations.
- The Oak Grove area is underserved with parks and Riverville is the best park area, so be sensitive to the impacts for the park. Explain what minimal impact means to the community.
- I recommend that the PC visit each landing site to make a meaningful vote.
- I don't like the rushed nature of the project. The environment around Tryon Creek is fragile with fish life. I don't think this will resonate in the community.
- Are all new bridges required to accommodate EMT vehicles? [No, this is not required for bicycle/pedestrian bridges.]
- There is a legal crossing at E Avenue for bikes. What would be the cost of a bridge or tunnel over or under Highway 43?
- Connectivity is the issue and the project needs infographics on bike/ped information, the height of the bridge, etc. The Mary's Woods connection is also a problem.

Policy Committee (PC) Meeting Summary

October 25, 2019, 11 a.m. – 1 p.m.

Clackamas County Development Services Building

Meeting Objective

To decide whether the project is feasible and whether it should move forward for further study.

Attendees

PC Members: Mark Gamba, Mayor of Milwaukie; Christine Lewis, Metro Councilor; Jackie Manz, Lake Oswego City Councilor; Paul Savas, Clackamas County Commissioner

Project Staff: Clackamas County: Steve Williams (project manager), Ellen Rogalin; Parametrix: Mike Pyszka; JLA Public Involvement: Jeanne Lawson (meeting facilitator), Tracie Heidt

Guests: Danielle Smart; Bradley Bond; Cole M.; Robert Rose; Tina Schohick; Ellen Smith; Liz Hartman; Julie Budeau, CAC; John LaMotte, Lake Oswego City Councilor; Mike Budeau; Martha Banyas; Michael Hoeye; William Farley; Fred Sawyer; Johanna Lourisbury; Elain Heiman; Jeff Bailey; Kathleen Gordon; Jane Civiletti; Walter Robinson; Nita Chabala, CAC; Thelma Haggemiller; Kelly Perlewitz; Scott Schraeter; Joe Buck, CAC; Asia Alvarez Zeller; Cindy Ellison; Lorea Alba; David Craig; Bob Sack; Scott MacWilliams; Ron Gronowski; Jeff Gudman, CAC; Heather Koch, North Clackamas Park & Recreation District; Gavin Mahaley; Matthew Wicks; Hans Tschersich; Kirk Mouser; Chris Ommert; Mike Perham, CAC; Steven Lohmann; Seth Davis; Margi Bradley, Metro; Micah Meskel; Caroline Fitchett; Evelyn Jerde; Lauren Fulwiler; Dorene Tschersich; Meryl Haber; Gordon Haber; Morgan Wyenn; Barrett Meeker; Rita and Michael Smith Kingen; Bruce Parker, CAC; Brock Inman; Mary Beth Coffey, CAC; Judith Rossner; Jeff Heiman; David Keifer; Michael Selvaggio; Christy Clark; SR Eymer; Chips Janger; Rachel Dawson; Jack and Sally Hardwick; Miriam Reed; Amy Gillcrist; Tad Reeves; James Jerde; Al Belais; Charles (Skip) Ormsby, CAC; Ann Hadley; Ted Labbe, CAC; Ray Thornhill; David Rowe; Wylie Dulmage; Michael Dewitz; Ed Riddle; Lura Lee; Anatta Blackmarr, CAC; Jean Clinton; Tom Civiletti, CAC; Jan Lindstrom; Sandi Gadow; Sarah Ellison; Bruce Ellison; William Waite; Tom Pauken; C. Stephen White; Lisa Adatto; Mary Ratcliff; Matt Tracy; Josephine Adamski; Andy Mercier; Helen Leek; Kathy Hyzy, Milwaukie City Councilor; Andrew Kershaw; Lisa Nowak

Welcome, Meeting Purpose and Agenda Review

Commissioner Savas, representing the hosting jurisdiction, welcomed the PC and audience.

Jeanne Lawson reviewed the meeting agenda. Steve Williams summarized the history of the feasibility study and said that today the project team would present the final alternative alignments and early cost estimates.

Public Involvement and Opinion Poll

Ellen Rogalin, Clackamas County Community Relations Specialist, reviewed the public involvement for the project, including an initial public input questionnaire, two in-person open houses, an online open house, a postcard mailing, three Community Advisory Committee meetings, three Policy Committee meetings and presentations at community meetings, as well as the project website, emails to interested parties and social media.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

Jeanne summarized the results of the recent scientific opinion poll that was designed to capture what people saw as the benefits and drawbacks of a bridge. A total of 401 registered voters in Lake Oswego, Oak Grove and Milwaukie were contacted at random by phone, with equal representation from both sides of the river.

- 63% favored the idea of a bridge
 - 71% from Oak Grove/Milwaukie area
 - 55% from Lake Oswego
- 9% were unsure
- 28% were opposed

Analysis of Bridge Alternatives

Steve shared photographs of existing park bridges in Des Moines, Grants Pass, and the Darlene Hooley bike/ped bridge in Portland; draft plan and elevations of the Terwilliger to Courtney and Foothills to Courtney bridge alternatives; main-span deck section alternatives for the river piers; typical approach span sections with and without the transit element; and elevation comparisons with the Sellwood, Tillikum and St. John's bridges.

He explained how the 10 alignments that the project team had initially presented to the PC had been narrowed down to two landing sites in Oak Grove (Upper Courtney Avenue and Bluff Road) and two in Lake Oswego (Foothills Park and one that would land on Terwilliger Boulevard and Upper Tryon Cove Park).

The top public preference was the Foothills Park to Upper Courtney Avenue alignment, the second was Foothills Park to Bluff Road, and the third was Terwilliger Blvd to Upper Courtney Avenue.

Steve presented total cost estimates for the bridge types, including the options that included transit (see presentation slide). Prices ranged from \$30.3 million to \$63.8 million depending on the main-span structure and approach span types. He also compared the annual cost to maintain a bridge with concrete construction vs steel construction for the three alignment options over 75 years. The average annual maintenance cost would be \$110,000 to \$220,000, depending on the main-span structure and approach span types. He also outlined the National Environmental Policy Act (NEPA) requirements, which would be studied in a future phase to consider impacts on the human and natural environment.

Discussion

Councilor Lewis: I'm prepared to report to Metro that transit should not be included in the study.

The PC members unanimously agreed to not consider transit for the bridge.

Mayor Gamba: The aesthetics of the bridge are important.

Commissioner Savas read a statement from the Board of County Commissioners, which said that the BCC did not support a transit option; was not prepared to discuss further feasibility until the project team narrowed the alignment options to one instead of three; and asked for more public outreach.

Mike Pyszka: The next phase of the study, if it takes place, would be a federal process that would require that there be at least two bridge alternatives, in addition to a "no build" option.

Councilor Manz: The project team has not presented to my city council yet and I am not ready to make a decision.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

The group discussed taking more time (perhaps 60-90 days) before making any decisions to extend the study and allow time for more outreach, especially with Lake Oswego.

Public Comment

Miriam Reed – There wasn't a single public hearing. This meeting today is at a time when working people cannot come. Studies show the key reason that people don't use transit more is that buses don't come frequently enough. Spend money to expand light rail instead.

Bob Rose – I am from Lake Oswego and I support the bridge and generally support a bike solution. I commuted by bike to the Sellwood Bridge for 10 years and it was dangerous. ODOT needs to do something about Highway 43.

Hans Tschersich – I am an 80-year-old active bicyclist and use the Trolley Trail often. I am in favor of the bridge.

Danielle Smartt – The transit option is not safe. The survey is flawed because participants didn't really have a chance to state their preference. I want to know more about the property taxes, wildlife, neighbor impacts and air quality.

Bruce Parker – I live in Canby and am on the County Ped/Bike Committee. There is a 9-mile break between crossings over the Willamette. Connectivity is important. The age statistics show that the younger you are, the more support you have for the bridge. This is a long-range study, and this bridge would serve generations to come, not my generation.

Fred Sawyer – Talk to the railroad so we can connect Stampher Road to E Avenue in Lake Oswego, cross the highway at E Avenue and close Stampher at Hwy 43. The Tryon-to-Terwilliger connections need to be better, too.

Bradley Bondy – It would be short-sighted and irresponsible to not study the possibility of transit. It is not costing the County any more to study transit. We are not committing to build it.

Nita Chabala – I live on the west side of Stampher. It is an interesting concept but imagine if your house looked onto the bridge to see homeless people and litter. Safety is important and Stampher is an unsafe road, not a destination, and dangerous to walk to. Spend the money to improve Stampher. There is nowhere to ride a bike on Hwy 43. There is already a lot of traffic in Lake Oswego. This is not a good idea at all.

Kelly Kelowitz – Lake Oswego is opposed to spending money without clear direction on what we are looking for and what people want. The access sites are not well thought out, especially on the west side. There is a lot of congestion on the west side. This should not be a bridge that benefits only a minority of people.

Ted Labbe – There has been good public process, and there should be more. There is big regional significance of this project. Transit is not opportune right now, so we should drop it. With this, off-street active transportation in Lake Oswego could take the Orange Line to get into town. We are in a climate crisis, so it's important to invest in trails. Move ahead with the study.

Helen Leek – I am from Lake Oswego and am opposed to this. There has been very little awareness about this project. I take issue with the Foothills Park landing site—putting a monstrosity in the middle of a beautiful park. The west side is more impacted than the east. Spend the money on bike paths on Hwy 43 instead. This is an unnecessary overreach by Metro.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

Mike Muscal – I represent the Portland Audubon Society. We would like you to move forward. This can help reduce emissions, connect communities to nature, and build out the trails system. We would like to be part of the process and help reduce impacts going forward. The future is transit and active transportation.

Charles “Skip” Ormsby – Because the social engineering impacts are not yet known, I am against this. We should consider other river reaches between Portland and Newberg. Bikes on the Willamette shoreline are not good. Rehabilitate bike paths between Lewis and Clark College and Lake Oswego. ADA grades over 5% are bad.

Tina Schohick – I am from Oak Grove and am surprised at all the opposition. People in my neighborhood like the idea of using the bridge to walk to Lake Oswego to eat in restaurants and walk in parks. I strongly endorse continuing.

Ted Reeves – I am from Oak Grove and used to live in Lake Oswego. It is very hard to commute to the city from Lake Oswego. I support the bridge very much. It would be good for me personally and good for the community.

Mike Perham – I represent the Lake Oswego Sustainability Committee. This project would advance active transportation through an Oak Grove connection. I often go to Tigard because it is easy to get there. I would like to go to Oak Grove, but I rarely bother because it takes so long to get there. This is sustainable for the area and I am strongly in support.

David Keifer – I live on River Road, am a regular biker, runner and walker, and use the Trolley Trail a lot. I am strongly in favor of the project. How are the different designs earthquake-ready?

Jeff Bailey – I live on Courtney Avenue, two blocks from the Fair Oaks landing. I don't like that Courtney would have 1,500 more people a day riding down the middle of the street. The street is not improved. How much more money will be included for roadway improvements? What about the other side of Courtney? Consider Courtney improvements from the river to Fair Oaks as part of the project.

Lisa Nowak – Even after people cross the bridge, they will have to go another 4-5 miles to the Park Avenue MAX Station. For those going to Portland, it doesn't make sense to ride to Oak Grove first. We have bike paths and people admit they don't use them the way they should because of crime, homeless and trash. Take some of this money and create a dedicated force to patrol the bike paths so the police don't have to.

Judith Rossner – I work in the Lake Oswego Parks and Recreation Department. Foothills Park is often rented out for memorial services, parties, etc. The bridge will reduce the revenue we get from park rentals, which support our community events. Why rent the park if construction is an interference? Parking is a problem; there are only 17 parking spots plus two ADA spots.

Marybeth Coffey – This process has been hushed and rushed. Now we are down to three connections and the Oswego Pointe Village residents don't like it. People come to use Foothills Park and park wherever they want. This is not NIMBY; it's safety.

Brock Inman – I am from Oak Grove and oppose this because of the daily impacts it would have. This is counter to Metro's bond measures to protect water quality. The information-gathering process was flawed and didn't give people a choice. Metro wants to balance buses, light rail and traffic gridlock, but didn't mention a bike/ped bridge. I am burdened by Lake Oswego dock boat traffic every summer.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

Sarah Ellison – I live in Lake Oswego and want to see the bridge move forward. It's a crucial link with the regional trails system. Our whole family will use it regularly. It's a real opportunity for active transportation. There are not a lot of good trails going out of Lake Oswego. It would be great to see a bridge that can handle emergency vehicles in case of a natural disaster.

Wylie – A bridge must be built, not just for bikes and peds, but for people who want a walkable Portland, less congestion and better air quality. It will give stakeholders better lives. It is hard to bike through Riverview Cemetery, and very hard to ride down Highway 43.

Matt – I live in Oak Grove. Shouldn't this study be more comprehensive? I like the ped bridge idea but fear the lack of information. Having more information would combat the fear factor. Do the second phase of the study so we have more information to make a better decision.

Lisa Adatto – I'm from the Lake Oswego Sustainability Network and have a petition with signatures from 600 plus people in favor of the bridge. I love biking and have spent hundreds of hours on the Trolley Trail, but unfortunately have to drive across the river from Lake Oswego and put my bike on the car. When you bike a lot, you get excited about hills. When will the bridge be a priority? It's time to invest in biking in Lake Oswego.

Tom Pauken – I live on the corner of Fair Oaks and Courtney. I would see the bridge from my driveway, 30 feet from the front door, over my head between my house and my neighbor's house. On the face of it, it is a good idea, but if Lake Oswego bicyclists want to bike out of Lake Oswego, they can spend money on a trail system on the west side.

Ben Mckinnle – I am a Street Trust board member. I bike into work two or three days a week and have been hit by cars three times on State Street. My sister lives in Milwaukie and having the connectivity of a bridge would be great. This is a good opportunity for elected officials to make a difference and solve long-term traffic problems later. It would also create a disaster pathway in case of earthquake.

Will Farley – I live off Oak Grove Boulevard. With a bridge, my bike commute time would go from 53 to 24 minutes and my commute distance from 10 to 2.4 miles. I like the connectivity for communities on either side of the river. The project team has done a good job creating multiple options and narrowing them to a few options to study. More details will come out in future. Let's move forward, and look at the pros and cons. Maybe we won't include transit at this time but can add a bus line in future.

Morgan Wyenn – I live in Oak Grove and we love going biking as a family.

Barrett Wyenn – Bike sales in the area are up 65% and electric bikes are growing 73% year after year. Biking is becoming more viable and bikes are better than cars and better for the environment. Let's look to the future.

[Note: 19 completed comment cards and seven written statements were also submitted.]

Discussion and Recommendations

Commissioner Manz: Lake Oswego hasn't received enough information about the project yet. I like the idea of a bridge but cannot speak on behalf of the council. I'm concerned about the rushed timeline and don't like that the scope suddenly shifted to consider transit.

Mayor Gamba: Our task is simply to decide whether the project is feasible and whether we should move forward with the Environmental Review and Permitting phase, which would answer a lot of questions. The project is clearly feasible and all of the public's concerns will be tended to

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

and studied during the next phase. The bridge would significantly increase the walking and biking radius for Lake Oswego residents. Future discussions about the project need to be informed by factual data; otherwise, discussions are based on dreams or fears.

Commissioner Savas: A 60-90 day extension period would be wise so Lake Oswego can have time to consider the project and there can be more public outreach. The plan is a lot more expensive than it was in the Transportation System Plan. I understand that moving forward with just one alternative is not an option, so I withdraw that request. I never thought Courtney Avenue would be one of the landing sites. The bridge should be beneficial to the local communities it serves. The bridge would be for pedestrians as well as bicyclists. A ferry could also be a feasible alternative; perhaps it could be included in the study.

Councilor Lewis: There aren't adequate east/west connections in Clackamas County. I would like to study all options for a bridge to meet people's needs. The Metro funds being used for the study are available exclusively for planning and cannot be used for fixing roads. My priority is to build a bridge, but there needs to be more communication.

Mayor Gamba: Examining a ferry alternative, which is not feasible or part of the scope, would muddy the conversation.

Mike Pyszka: The next phase, including the environmental (NEPA) process, would determine the purpose and need. It would involve Clackamas County, Metro and Lake Oswego, and study all reasonable and prudent alternatives. If the intent is to pause to answer questions, the reality is that the answers to those questions will not be known until after the environmental study process is complete.

Outcomes

The committee members unanimously agreed on the following next steps:

- No longer consider a transit option for the bridge;
- Continue the project for the next 90 days, with additional public outreach to partner jurisdictions, especially Lake Oswego, and a public meeting in early-mid January;
- Hold another Policy Committee meeting no later than Jan. 25, 2020, to report back to the Policy Committee and to give the Policy Committee another opportunity to determine whether to move the project forward into the second phase of the analysis. (It is understood that this second phase would again be funded by Metro and would take 12-18 months.); and
- Send information about the study to Metro by Thursday, Oct. 31, so the project can remain in possible consideration for Metro's T2020 transportation investment measure, tentatively planned for November 2020. (It is understood that if a decision is made for the project not to move forward, it would be withdrawn from the Metro process.)

Next Steps

Steve said he is scheduled to provide a status report and next steps at the November 5 Lake Oswego City Council meeting.

Adjourn

Commissioner Savas thanked everyone for attending and adjourned the meeting at 2 p.m.

Policy Committee (PC) Meeting Summary

January 28, 2020, 6 p.m. – 8 p.m.

Clackamas County Development Services Building

Meeting Objective

- To take action on draft final Oak Grove-Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study report
- To recommend next steps to participating local governments and Metro

Attendees

PC Members: Mark Gamba, Mayor of Milwaukie; Christine Lewis, Metro Councilor; Paul Savas, Clackamas County Commissioner

Project Staff: Clackamas County: Steve Williams (project manager), Karen Buehrig (meeting facilitator), Brett Setterfield

Visitors: Ed Riddle; Michael Hoeye; Anatta Blackmarr; Bob Earus; Pete Ihrig; Kate Firmin; Elaine Franklin; Robert Rose; Ben Rousseau; Bruce Parker; Richard Fiala; Fred Sawyer; Molly Little; Lisa Nowak; John LaMotte; Kelly Perlewitz; Christine Lewis; Don McHarness; Gerald Fox; Chips Janger; Tobias Eld; Mike Pyshka; Jeff Gudman; Helen Leek

6:00 p.m. Welcome, Meeting Purpose and Agenda Review

Karen introduced everyone at the table, gave a quick overview of the meeting agenda, and reviewed the project purpose. She stated that this will be the last meeting for this project, with potential 'next steps' to be decided by the committee at the end of the meeting. She then discussed the request from the last Policy Committee meeting to have project staff provide more information to Lake Oswego and the city council's action a few days later to declare the project to be unfeasible and stating that the city would no longer have a member of their City Council on the Policy Committee.

Mayor Gamba asked if staff was able to provide a presentation before the Lake Oswego City Council motion. Karen said staff did provide a five-minute presentation beforehand.

Commissioner Savas said he thought that the large positive feedback received at the beginning of this project began to shift negative as the project moved forward.

6:05 p.m. Public Comment

Ed Riddle – Lives up on Fair Oaks Ave close to where the bridge would land. There has been a lot of negative feedback about this project for good reason. It would hurt parks on each side of the river, neighbors would have to deal with years of noisy construction, pollution related to that and how it would affect the climate crisis. I want a better solution, and believe a ferry/shuttle service would be better, operationally quiet, resilient, build out last-mile connections, and ferries are charming and emotionally appealing.

Anatta Blackmarr - We need a kinder, gentler alternative. The operator of Frog Ferry said that a ferry would be much more appealing, with places like Seattle and San Francisco launching services. The goal is to provide sustainable service to connect communities and people to their service.

Fred Sawyer – We need a better option for the bridge -- C Avenue to Courtney Ave. This would not affect driveways or sewer lines. The Terwilliger alignment is also a possible more preferable option. The options that land in the park aren't good because they go up and down hundreds of feet, making it difficult to maneuver.

Lisa Nowak – In the last meeting, people said this bridge would help reduce greenhouse gas emissions, but that isn't the case because the benefits would be offset by all the concrete poured for the bridge. This would also be the longest bridge in Portland. It wouldn't increase bike commuting because people who bike, already bike because Portland has a good bike infrastructure. There wouldn't be a significant difference in traffic on McLoughlin, the Sellwood Bridge or Highway 43. Most people don't bike in the winter, yet we don't see a noticeable difference in traffic between winter and summer, and it's less likely we'd see one due to a new bridge.

Kelly Perlewitz – Lives in Lake Oswego. Not a fan of this bridge. I have an issue with the report stating this project is technically feasible because if it means places for a landing, that is incorrect. Don't follow through with Option 1 and instead use our taxes in a more efficient way that would benefit more of the community.

Gerald Fox – We're in an era of traffic congestion and climate change, as seen by the fiasco going on in the Lloyd District. The bridge would benefit the region, but we need to find a way to make this project the most productive. People who currently bike are either fit or use electric assist, so focusing on that would be essential. The MAX line was looked at as a bad idea that no one would ride, but has since turned into a service that carries a large amount of daily commuters.

Tobias Eld – Homeowner and business owner living in Oak Grove. I bike downtown to Portland for work. This bridge would make both communities better. Take a look at the opponents of the project. When the Orange Line was being proposed there was adamant opposition of people fearing the worst, but he, nor his neighbors, have seen any of those come to fruition. Continue with this project.

Robert Rose – Resident of Lake Oswego. I commuted to downtown Portland for years and there is no safe way to bike from Lake Oswego to Portland. The vote in Lake Oswego was not unanimous. Keep the project going.

Ben Rousseau – Resident of Milwaukee; served on Community Advisory Committee. Keep looking into this project. It has many positive applications, such as reaching a lower carbon footprint that we'll not be able to reach without it. There are benefits to equity and employment that you just don't have with people being forced to drive the long routes around for work. The objections I've been hearing have all been fears, similar to that of the Orange Line. I want a decision to be made not by a fear of what might come.

Helen Leek – Lake Oswego resident; glad that the City Council voted to get out of this project. I don't understand why planners would want to land this bridge in a park that has nice, complete infrastructure. I was happy with the person who stood up to the planners at the City Council meeting telling them the lack of benefit of this project. I have biked across several countries, but don't think this project would benefit employment areas on both sides of the river.

6:35 p.m. Presentation of Oak Grove-Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study Report

Project Manager Steve Williams reviewed the details of the study, the study area (railroad bridge to Oak Grove Blvd) and the feasibility study process, which was to:

1. Identify possible bridge alignments;
2. Identify benefits and challenges for each alignment;
3. Engage public to select three preferred alignments;
4. Estimate costs;
5. Determine the permitting and review requirements;
6. Engage public to identify opportunities and challenges and select best alternatives;
7. Engage public to identify opportunities and challenges and select best alternatives;
8. Recommend next steps.

He reviewed the two alignments the Policy Committee selected based on public input (Terwilliger Blvd to Courtney Ave and Foothills Park to Courtney Ave); gave an overview of community engagement and involvement. He noted that a scientific random sample phone survey of 400 people on both sides of the river in September 2019 showed that 71% of people supported the project on the east side of the river and 55% supported it on the west side. He provided an overview of the Feasibility Study findings and offered staff and Technical Advisory Committee recommendations to the Policy Committee: 1. Accept the final feasibility study report and determine that the bridge is feasible; 2. Give direction to staff on next steps.

6:55 p.m. Discussion and Action of Final Study Report

Karen asked the Policy Committee members if they had any questions about the presentation.

Commissioner Savas asked that, with the landing spots showing a limit for bus options, doesn't that show that the bridge is not feasible? Steve responded that enhancements to the landing points would be necessary. Savas said the support which was significant at the beginning of the project has grown to significant opposition with landings on Courtney Ave rather than alongside the train trestle bridge. He proposed the following language changes to the Feasibility Study report:

Page 4, A "the proposed alternatives, the two studied on the west and the one on the east, are not feasible at this time, but they are technically feasible".

Page 5, E -- "Two bridge alignments were found technically feasible"

Page 5, G – Insert the term "technically" before feasible

Under K – Because we have not reached consensus on who would maintain the bridge, K can stand as it is, but it can just be drawn out.

Page 4, 5th paragraph – Add, "However, as the process wrapped, there's no new data to inform the Policy Committee with a scientific public poll regarding the current level of support."

Commissioner Savas made a motion to approve the feasibility study with the proposed amendments, Councilor Lewis seconded, and the Policy Committee approved the motion unanimously.

7:30 p.m. Presentation of Options for Next Steps

Steve provided four options for next steps:

- Option #1: Engineering/Environmental Assessment of alternatives
- Option #2: Undertake a study of additional bridge location north and south of Lake Oswego
- Option #3: Undertake a study of boat/ferry/water taxi crossing of Willamette River between Sellwood Bridge and Oregon City
- Option #4: Accept the completed feasibility study and determine that the bridge is technically feasible but not supported by the communities at this time.

Staff and the Technical Advisory Committee recommend that the Policy Committee move forward with Option #2, or move forward with both Option #2 and Option #3.

7:35 p.m. Discussion and Recommendations on Next Steps

Councilor Lewis -- option 2 is moving in the right direction; we'll need to move forward with a needs analysis.

Mayor Gamba -- option 2 is a good idea, but landing only on public land was a barrier. If this project is to move forward, need to also look at the potential for landing on private land.

Councilor Lewis agreed.

Mayor Gamba -- This project was the most popular project in the County's TSP, and I'd like to see it move forward.

Commissioner Savas – provided the Policy Committee with language of an Option #5, with input from the Board of County Commissioners, combining options 2 and 4:

- a) Given the political realities with the recent withdrawal of the City of Lake Oswego from the process and that the current landing point are not supported by the communities at this time instruct staff to take no further action on the proposed alignments.
- b) Undertake a study of a pedestrian/bicycle crossing of the Willamette River at other locations north and south of the City of Lake Oswego consistent with the adopted Clackamas County TSP Project #2022 which identifies the project area for the bridge as being "Sellwood to Oregon City." If this action were selected, Metro would need to be consulted in regard to the funding set aside for further study.

Commissioner Savas made a motion to the Policy Committee to accept proposed option 5, with the inclusion of the language, "landing options on private property should be considered." Councilor Lewis seconded the motion, and the motion passed unanimously.

Commissioner Savas discussed the water taxi option.

Mayor Gamba said the Frog Ferry from Milwaukie to Lake Oswego is in discussion, and so it would be another ferry on top of that. The docks at Milwaukie and Lake Oswego would need to be improved, and if it's just one ferry with half-hour headway, it wouldn't be an efficient commuter ferry.

Councilor Lewis – I'm fighting for last-mile shuttles and wouldn't be able to work alongside the bridge alternatives, as it's too big of a scope. The most useful next step would be to undertake a study with a

needs assessment for a bicycle/pedestrian crossing. The committee then discussed the ferries more, and considered switching the wording from 'bridge' to 'crossing.'

Steve asked that you're not anticipating vehicles in the options being discussed, and Mayor Gamba said emergency vehicles. Steve said he was looking in terms of the ferry, there's a big difference between adding cars alongside bikes and pedestrians. Mayor Gamba said there is already a study underway to look at a ferry between Milwaukie and Lake Oswego, the Frog Ferry, and an additional study would be redundant. He said it will study all the things we need to know, except for headway, which would be an easy thing to look into following that study. Savas said this would look at other potential landing spots, and he wants to make sure the Policy Committee looks at all options as this project ends with this meeting. Lewis said a "Needs Assessment" would make the most sense moving forward and Mayor Gamba agreed.

Karen asked if the committee had any recommendations for County Staff regarding the T2020 Tier 2 option for this potential bridge. Councilor Lewis said this project may not fit this funding, and future funding should be available.

Commissioner Lewis made a motion to recommend that Clackamas representatives on the T2020 task force drop this Tier 2 corridor from consideration. Mayor Gamba said he will not support pulling it from consideration as he feels there is significant support. Lewis and Savas approved the motion, Gamba opposed, meaning there was no consensus and the motion did not pass.

8:01 p.m. Adjourn

Oak Grove – Lake Oswego Pedestrian & Bicycle Bridge Feasibility Study

Policy Committee Charter

The following is the charter for the Policy Committee that will be formed for the Oak Grove – Lake Oswego Pedestrian Bicycle Bridge Feasibility Study. This charter defines the organizational structure and decision making process for the project, the membership and responsibilities for the committee, as well as the expectations for committee participation and attendance, communications and meeting protocols.

Project Purposes:

The purpose of this project is to analyze the feasibility of a pedestrian and bicycle bridge over the Willamette River between Oak Grove and Lake Oswego by studying three issues: 1) The engineering and environmental feasibility of developing the bridge and providing connections to the existing and planned pedestrian-bicycle network; 2) The level of support for the bridge in the project area; 3) The manner in which the city, county and regional governments could work together to build and maintain a bridge.

Project Organizational Structure and Decision Making:

There will be four committees organized for this project that will be responsible for receiving community input, evaluating technical information and making recommendations:

Policy Committee (PC):

The Policy Committee will be the decision making body for this feasibility study and will make recommendations to the partner governments at key decision points in the study.

Community Advisory Committee (CAC):

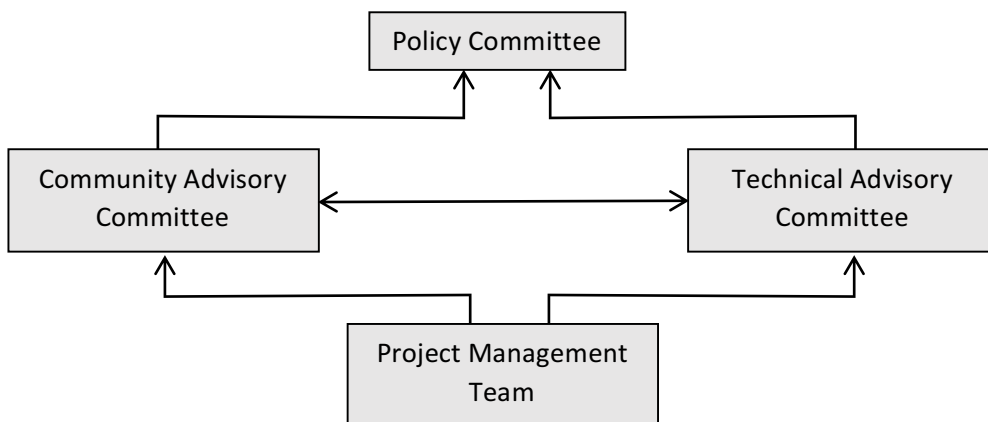
The Community Advisory Committee will be made up of study area residents and business owners, as well as representatives of community groups with an interest in the proposed bridge project. The CAC will make recommendations to the PC and the TAC on key decisions in the feasibility study identified above.

Technical Advisory Committee (TAC):

The Technical Advisory Committee will be made up of staff members from the four partner governments with expertise in planning, bike/pedestrian transportation, engineering, community engagement and parks. The TAC will make recommendations to the PC and CAC on key decisions in the feasibility study.

Project Management Team (PMT): The Project Management Team will be made up of members of Clackamas County staff and the consultant Project Manager. The PMT will be responsible for the management of the project.

The diagram below depicts the decision making structure for the project:



Policy Committee Membership and Responsibilities

Policy Committee Membership:

The Policy Committee membership will be as follows:

- Clackamas County – One County Commissioner appointed by the Board of County Commissioners
- City of Lake Oswego – One City Councilor appointed by the City Council
- City of Milwaukie – One City Councilor appointed by the City Council
- Metro – One member of the Metro Council, appointed by Metro Council

Term of Membership:

Members of the PC shall serve until the completion of the feasibility study, which is expected to require about nine months. If the bridge project is determined to be feasible by the partner governments, and if sufficient funding is available, the bridge project may move into subsequent phases for engineering design and environmental analysis. The committee structure will be evaluated at the end of the feasibility study and a determination made regarding the committee structure that is needed for the succeeding phases. Each of the four partner agency decision-making bodies will be responsible for determining their representation for subsequent phases.

Policy Committee Responsibilities:

The Policy Committee will be the decision making body for this feasibility study and will make recommendations to the partner governments on key decisions in the study, including

- Bridge Alternatives including bridge concepts, alignments, landing points, and plans for connection to the pedestrian and bicycle network;
- Bridge Conceptual Costs
- Preliminary environmental screening
- Organizational plan for the development and maintenance of the bridge
- Bridge feasibility

Policy Committee Operation Agreements:

Meeting Attendance

- All members will attend each of the Policy Committee meetings, arrive promptly, and stay for the duration of the meeting.
- Alternates or proxies will not be accepted.
- If a member of the Policy Committee must end their service, the government that member represented will be asked to appoint a replacement representative prior to the next Policy Committee meeting and will ensure that member has been fully briefed on the deliberations to date.

Meeting Schedule:

- This project will move quickly and will require close coordination between the four committees and the consultant team. To enable the project to move forward quickly and achieve close coordination, a meeting schedule for all committees, including the PC will be established at the beginning of the project and strictly followed.

Meeting Protocol

- A quorum shall consist of a majority of voting members
- Meeting agendas will be distributed in advance and include the amount of time scheduled for

each meeting topic.

- Meeting summaries will be prepared and distributed after the meeting for review.
- The meetings will begin with an opportunity for members to raise questions or comments about the summary of the last meeting.
- Discussions will be facilitated by a neutral professional.
- The facilitator will start and end meetings on time unless the group agrees to extend the meeting time.
- The facilitator will maintain an ongoing list of off-agenda topics to be addressed as time permits.
- All PC meetings shall be conducted in accordance with Oregon Public Meetings Law and are open to the public. Community members will be invited to provide comments to the PC as time allows as noted on the agenda. Written comments are always welcome by emailing Project Manager Steve Williams and will be shared with PC members. The facilitator may allow public comments or questions at other times during the meeting if time permits.

PC Actions

- PC actions will ideally be made by consensus. Consensus means no one will choose to block or prohibit the implementation of a decision.
- If consensus on a proposed decision cannot initially be achieved, the committee will explore modifications and alternatives that address the outstanding issues until consensus can be reached.
- If consensus is not reached, the PC will determine if a majority decision can be reached on a milestone and, if so, whether the action is viable without the dissenting member. If not, or in the event of a tie vote, the proposed action will be deemed to have failed for that meeting and the PC may choose to continue to seek solutions outside of the group meetings as follows:
 - The facilitator and/or project manager will hold separate meetings with each of the PC members along with their key staff to discuss the outstanding issues and potential solutions. If it appears a consensus solution is possible, the group will be reconvened in a brief meeting (such as a web meeting) to take action.
 - If it is clear, that no consensus is possible on a decision that requires consensus, three of the four partner agency representatives must agree in order for a decision to be forwarded as a recommendation of the committee, and the committee will elevate the decision by forwarding the recommendation to each of the partner agencies' decision-making bodies, and all positions will be reported and reflected fairly.
- Discussions will be described in a meeting summary and will be shared with other committees and decision makers.

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, Tienneke 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.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

- 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.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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.

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

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

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

- 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)

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

- 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 4th**

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

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

- 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**

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

- **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

Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study

- 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

**Oak Grove - Lake Oswego
Pedestrian Bicycle Bridge Feasibility Study**

Community Advisory Committee (CAC) Meeting #2 Summary

July 22, 2019

6 PM – 9 PM

City of Lake Oswego Maintenance Center

Meeting purpose: To share, discuss, and gather committee input on potential landing locations and alignments across the river; input will be shared with Policy Committee

Attendees

CAC Members: Julie Budeau, Ted Labbe, Jeff Gudman, Bruce Parker, Tina Moullet, Mike Perham, Pixie Adams, Tom Civiletti, Lynn Fisher, Anatta Blackmarr, Mary Beth Coffey, Tienieke Pavesic, Joseph Edge, Joe Buck, Charles “Skip” Ormsby

Staff: Clackamas County: Steve Williams (project manager), Ellen Rogalin, Scott Hoelscher, Mike Ward, Joel Howie; City of Lake Oswego: Ivan Anderholm; North Clackamas Parks & Recreation District: Heather Koch; Parametrix: Mike Pyszka; JLA Public Involvement: Jeanne Lawson (meeting facilitator), Kristen Kibler, Tracie Heidt

Guests: Jane Civiletti, Jacki Ohman, Lisa Novak, Bob Earls, Paul Savas, Lydia Lipman

Welcome and Opening

Steve Williams welcomed the committee to this second meeting.

Agenda Review/Introductions

Steve reviewed the agenda and the purpose of the study

Jeanne Lawson noted that the group’s purpose tonight was to give feedback on identified alignments and help narrow the 10 possible alternatives. The CAC input will be shared with the Policy Committee (PC) to aid in narrowing the range of possible alignments to three to be further explored and compared. The project team will also garner feedback for the PC via public outreach, an online open house, and recommendations from the Technical Advisory Committee (TAC).

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

Study Overview/Schedule

Steve reviewed the activities scheduled in upcoming months:

- August:
 - Open houses for public to learn about and comment on possible bridge alignments
 - Second PC meeting to review CAC and public input, and TAC recommendations; select three top alignment options and discuss governance
- September:
 - Third CAC meeting and second public meeting to share more detailed information about the top three alignments explored further.
 - Third PC meeting to review interjurisdictional discussions on governance, and make final recommendations for next steps on the feasibility study
- October: Complete the study report

Informing the Discussion on Landing Locations

Jeanne reviewed the technical evaluation criteria, created by Technical Advisory Committee members, and used by the CAC during their first meeting:

- Connectivity and safety
- Environmental impacts
- Compatibility with recreational goals
- Compatibility with existing developments and neighborhoods
- Cost and economic impact
- Compatibility with adopted plans

Jeanne highlighted the community values that emerged as themes during the first CAC meeting. The PC supported the TAC criteria, supported the CAC values, and added a request to include the option of emergency vehicle access.

Online community input

Kristen Kibler summarized the results from the online questionnaire that was open from May 15 through June 15. About 540 people responded.

- More than half of the respondents said they lived in Lake Oswego
- About a quarter of those who responded said they would not use the bridge.
- Comments included general support, funding/cost concerns, support for connecting across the river, safety, homeless concerns, support for bike trail connections/paths.
- There was additional discussion generated on Nextdoor as the online tool was shared through social media.
- About a quarter of respondents had a negative sentiment, with the rest being positive or neutral.

Potential landing locations with alignments (Mike Pyszka)

The consultant team identified a limited number of landing locations on public property to conceptualize alignments. The TAC reviewed the possibilities and removed a few options that

met fewer criteria. Mike reminded the group that the railroad bridge was not considered because the owner will not consent and it is too far from trail connectivity. The TAC eliminated an alignment that landed at Stampher Road boat dock because of the significant impact on the dock.

Mike Pyzska reviewed the 10 potential bridge alignments (see below). Committee members then discussed them in small table groups and shared their comments with the entire CAC. Members of the public had their own discussion group.

Alignments:

- A-2 SW Terwilliger Blvd to SE Bluff Rd
- A-3 SW Terwilliger Blvd to SE Courtney (Upper)
- B-2 Tryon Cove (Upper) to SE Bluff Rd
- B-3 Tryon Cove (Upper) to SE Courtney (Upper)
- C-2 Tryon Cove (Lower) to SE Bluff Rd
- D-1 Foothills Park to Rivervilla Park
- D-2 Foothills Park to SE Bluff Rd
- D-3 Foothills Park to SE Courtney (Upper)
- E-4 Roehr Park to Oak Grove Blvd
- F-4 William Stafford to Oak Grove Blvd

Group Discussion/Questions

- When was the river level clearance measured? [The annual average water level is used.]
- What is the “envelope” width for the river clearance? [250 feet wide by 74 feet high.]
- Could you apply for a waiver on the 250 x 74? [Yes, we could, but it is a federal mandate.]
- If the railroad bridge was the preferred alternative, could we use eminent domain to secure it? [In order to apply for eminent domain, we would have to go to the Commerce Department in Washington D.C. to get their approval.]
- Have you considered the high volume of truck traffic at the water reclamation facility in L.O.? [That would need to be taken into consideration in relation to a construction phase.]
- Is the terminus of the alignments at Tryon Cove on the west side near the Shoreline Trail? [No, but it could be possible to design a tie-in ramp on some alignments.]
- Have we received input from the Oak Lodge and BES wastewater facilities? [Steve will meet with Oak Lodge next week to discuss the bridge designs.]
- Which landing location causes less impact: Bluff Road or Courtney Avenue? [The impact is about the same, but the Courtney alignment is 155 feet higher.]
- I am concerned about the lack of parking at each of these alignments. [In general, the only location for parking is the parking lot at Foothills Park. This issue would have to be further addressed.]
- Can you restrict bridge parking near the Oak Grove homes? [That would be a policy question for County Commissioners.]
- How obtrusive would a bridge be to the residents on the south side of Courtney Avenue? [There would be potential screening on the bridge, i.e. fencing to give the residents more privacy, but residents would see and feel the presence of the bridge.]

- In terms of a “destination bridge,” do people currently drive and park to use the Tillicum Crossing (pedestrian/transit) Bridge? [There is no parking there, except the OMSI lot and meter/pay parking on the west side.]
- Foothills Park has concerts that can draw more than 2,000 people, and as it is the city has to close surrounding streets.
- I am concerned about the aesthetics around the bridge. The alignments near the water reclamation facilities would feel too industrial.
- There are no sidewalks on Courtney Avenue.
- Foothills Park is hard to get in and out of.
- What happens if the Policy Committee wants emergency vehicle access on the bridge, but it is not feasible? [The Policy Committee thinks it a good idea to build a bridge that can accommodate emergency vehicles if we can. They want to know the trade-offs and cost.]

Small Group Discussions

Jeanne asked the small table groups to record their thoughts and questions about the 10 alignments and decide on their top three choices. After their discussions, each group reported its top alignment preferences:

- Group 1 (Heather Koch, NCPRD, recorder) preferences: **D3** (top choice), **E4** and **A3**.
- Group 2 (Joel Howie, Clackamas County, recorder) preferences: **E4**, **B3** and maybe **A2/A3**
- Group 3 (Mike Ward, Clackamas County, recorder) preference: **A2**, but **A3** was also acceptable.
- Group 4 (Ivan Anderholm, Lake Oswego and Scott Hoelscher, Clackamas County, recorders) preference: **D3**.
- Public group: no alignment preference.

After the discussion, each CAC member was asked to place a green (consider), yellow (neutral), or red (don't consider) dot on the 10 alignment maps to indicate their preference.

Individual Dot Exercise

Alignment	Green	Red	Yellow
A-2	2	8	5
A-3	7	3	8
B-2	0	9	5
B-3	0	8	8
C-2	0	12	3
D-1	0	16	0
D-2	0	5	11
D-3	14	3	2
E-4	8	6	3
F-4	0	12	2

The top alignment preferences were: **D3**, **A3** and **E4**. Attached are photos of the display board maps with dots.

Public Comment

Lydia Lipman – I have a vested interest in Stampher Road. Residents have a privileged location on the river, but the fish in Tryon Creek would be impacted by a bridge. A lot of money has been spent on reclaiming the natural area and the bridge would destroy fish access to spawning grounds. Any bridge landing location would impact the environment. The City of Lake Oswego is already packed with cars. Bringing more bikes and pedestrians over the bridge by dangling the illusion that they will have better bike access is frustrating for those who live in the area. I don't like outsiders imposing their will on Lake Oswego residents.

Next Steps

Two public meetings are scheduled to share information about alignment options and gather feedback from people on both sides of the Willamette River:

- **August 5**, 6-8 p.m. – Lake Oswego Maintenance Center, 17601 Pilkington Rd, Lake Oswego
- **August 7**, 7-9 p.m. – Rose Villa Performing Arts Center, 13505 SE River Rd, Oak Grove

In addition, the public will be able to learn about the options and comment online from **July 29 – Aug. 9** at www.clackamas.us/transportation/oglo.

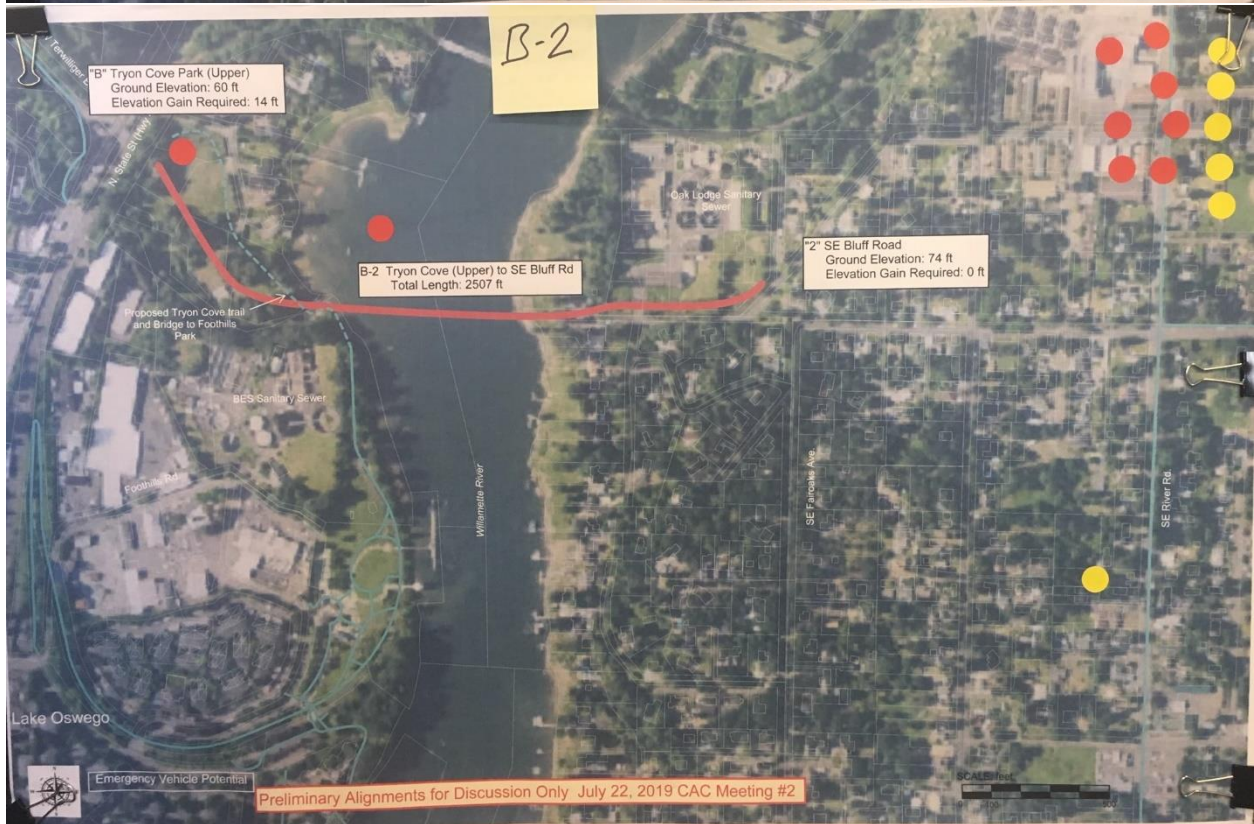
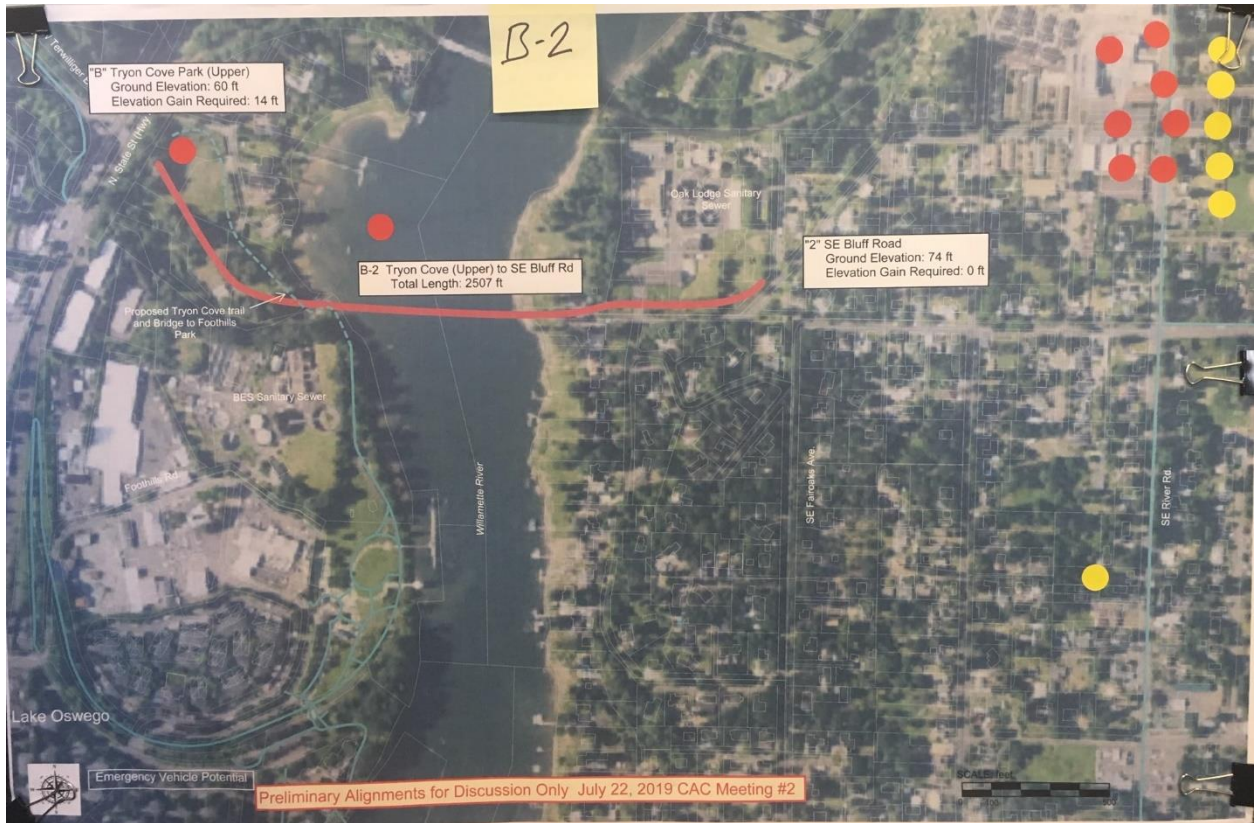
The displays/maps from this meeting will be posted to the website.

The project team will present the results of tonight's alignment preferences to the Policy Committee at its next public meeting on August 16 from 8 – 10 a.m. at Milwaukie City Hall.

The results of the online open house and meeting summaries from both public open houses will be sent to the CAC and PC.

The final CAC meeting will be held in September.

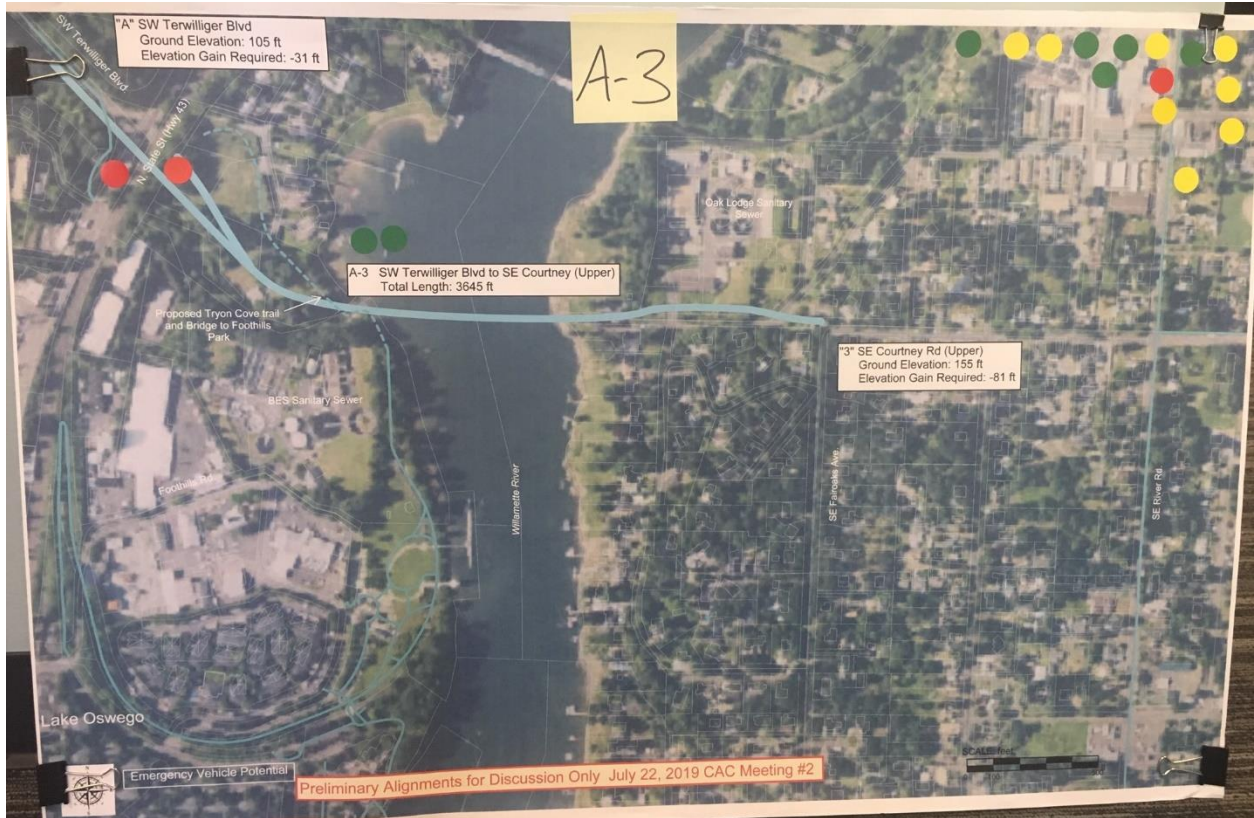
Attachment – Alignment Maps with Dots (CAC Member Exercise)











The Public Group's individual dot exercise feedback on the alignments was:

A-2 4 red, 1 yellow

A-3 4 red, 1 yellow

B-2 4 red, 1 yellow

B-3 3 red, 2 yellow

C-2 4 red, 1 yellow

D-1 4 red

D-2 4 red, 1 green

D-3 2 red, 2 yellow, 1 green

E-4 2 red, 3 yellow

F-4 4 red, 1 yellow

**Oak Grove - Lake Oswego
Pedestrian Bicycle Bridge Feasibility Study**

Community Advisory Committee (CAC) Meeting #3 Summary

September 19, 2019

6 – 8 PM

Robinwood Station Community Center, West Linn

Meeting purpose: Present and gather CAC feedback to forward to the Policy Committee (PC) for consideration in the final recommendations on preferred connections between the bridge and the pedestrian and bicycle network, and transit.

Attendees

CAC Members: Anatta Blackmarr, Yvonne Tyler, Charles “Skip” Ormsby, Glenna Henrici, Kathleen Wien, Mary Beth Coffey, Tienieke Pavesic, Mike Perham, Ben Rousseau, Joseph Edge, Tom Civiletti

Staff: Clackamas County: Steve Williams (project manager), Ellen Rogalin, Joel Howie; North Clackamas Parks & Recreation District: Heather Koch; Parametrix: Mike Pyszka; JLA Public Involvement: Jeanne Lawson (meeting facilitator), Tracie Heidt

Guests who signed in: Lisa Novak, Bob Earls, Michael Deviitz, Kathy Witkowski, Michael Hoeye, Jane Civiletti, Lura Lee, Sonia Kehler, Yvonne Laren, Rachel Dawson, Robert Rose, Val Sabo, Kirsten Pauken, J. Witthauer, Cecelia Monto, Suzanne Burdette, Fred Sawyer, Collen and Jack Lewy, Tom Pauken, Steve Morris, Troy Douglass, Mary Ann Dougherty, Mike Erickson, Mike Richardson, Commissioner Paul Savas, Lydia Lipman

Welcome and Opening

Steve Williams welcomed the committee to this third and final CAC meeting.

Agenda Review/Introductions

Jeanne Lawson reviewed the agenda and the purpose of the study, noting that the group’s purpose tonight was to provide final recommendations on connections between the bridge and the pedestrian and bicycle network, and on transit.

Update on Alternative Alignments for Study

Steve and Jeanne reviewed the activities that had taken place over the last two months and explained how the final alternative alignments were selected. At the last CAC meeting, the

committee moved alternatives D3, A3 and E4 forward. Among the three, there was significantly less support for E4, which landed on Oak Grove Boulevard. Since then, the Technical Advisory Committee (TAC) met, there were two public open houses, and the Policy Committee held its second meeting to review the feedback and select the three final alternative alignments.

- August 5 and 7: Two open houses, one on each side of the river, for the public to learn about and comment on possible bridge alignments.
 - Jeanne reviewed the common themes from the comments received.
- July 29-August 9: Online open house. The following landings were most popular:
 - A3/A2 SW Terwilliger Blvd to SE Courtney or Bluff
 - B3/B2 Tryon Cove to SE Courtney or Bluff
 - D3/D2 Foothills Park to SE Courtney or Bluff
- Based on review of the technical information and public input, the TAC recommended the following alignments to present to the Policy Committee:
 - A3 SW Terwilliger Blvd to SE Courtney and includes looking at Tyron Cove landing
 - D3 Foothills Park to SE Courtney
 - D2 Foothills Park to SE Bluff Rd
- September 6: Policy Committee meeting. Approved alignment options recommended by the TAC.

Policy Committee Direction for Study

Jeanne said a scientific random sample public opinion poll was conducted to gather statistically valid data on the general public's response to the bridge. The poll, based on voter registration in the Oak Grove/Lake Oswego/Milwaukie area, was evenly split between both sides of the river.

Transit Element

Steve said that Metro recently requested that a transit element be added to the study, specifically for a one-lane TriMet bus crossing. Therefore, the project team will analyze the feasibility of including transit on D2 and D3. PC members expressed concern about the transit alternative but agreed to address Metro's request.

New Information Collected about Alternatives

Mike Pyzska reviewed maps of the three final alternative alignments and photos of pedestrian/bicycle bridge styles to show different design options. He also shared technical drafts of main span deck section alternatives at the pier level, typical approach spans with and without the transit element, and elevation comparisons with the Sellwood, Tillikum and St. John's bridges.

Group Discussion/Questions

What about the island-in-the-river idea, to put a pier there? [You could put piers in the river, but it adds a lot of cost.]

Would the bridge be comparable in clearance to the railroad bridge? [Yes.]

I support transit on the bridge but putting buses on Courtney Avenue is very inappropriate and there would be a lot of neighborhood opposition and impact.

Small Group Discussions

Committee members and members of the public sat in small groups to discuss and evaluate potential connections from the landing sites to transit stations, trails and business districts. Each group shared their comments with the entire group.

CAC group 1:

- Courtney Avenue is less than 5% grade at Courtney landing, so it is preferred for users if we don't consider neighbors. Bluff Road is steeper. Must improve Fair Oaks and Courtney.
- A Terwilliger landing down to State Street would not be good; the sidewalks and streets are too narrow. Neighbors do not want parking on their streets, but this probably wouldn't be a park to which people drive. It shouldn't be a problem after the first month.
- Good connection to the Milwaukie Farmers' Market and Oak Grove Farmers' Market.

CAC group 2:

- Trolley Trail has good access to transit, and there are good bus connections on McLoughlin.
- There is a biking/walking path around Foothills, although it is hilly.
- Oak Grove has the Trolley Trail nearby and Lake Oswego could try to connect to the George Rogers Park with a new trail.
- There are pretty good business district connections on both sides.

Public group 1:

- Oak Grove has the Trolley Trail connection, but there are concerns about driveway impacts on Courtney Road.
- The Lake Oswego landing is better in Foothills Park because there are no neighbor impacts.
- There could be a Terwilliger back side connection into downtown Lake Oswego.
- There are Stampher Road bike/ped conflicts.

Public group 2:

- Impact issues in Foothills Park and the Stampher area and aesthetics concerns.
- Limited connectivity for Highway 43: the corridor from Macadam to Portland is not safe.
- The bridge would not necessarily be a destination to which people drive, so parking shouldn't be an issue.

Public group 3:

- Steepness on the east side at Courtney is a concern, with limited visibility for people coming off the trail. There is a guard rail there.
- Terwilliger Blvd is steep and not a good connection to downtown. There are more trail facilities on the east side.
- The people who live in the 120 condo units near Foothills Park are not excited.

Public Comment

Bob _____ -- How can we get the word back to Metro that transit on the bridge is a bad idea? It complicates the whole project. TriMet is not interested.

Mike Erickson -- I live on Stampher Road. I see the value of trail connectivity, but Stampher would be dangerous because it is a narrow, steep, curvy road with two hairpin turns. I'm not sure we need a bridge. I see the same people regularly walking across the Railroad Bridge to traverse the river as is. [It is against the law to trespass on the Railroad Bridge.]

_____ -- How will you answer the homeless question? What about the neighborhood impacts to the people who don't want traffic on their street? How will you control the budget? Why can't you use the railroad right of way? [The railroad will not allow shared use.]

Troy Douglass -- How will this bridge affect people who live within eyeshot and earshot of the project? I will open my door and see a bridge.

Lisa Novak -- Courtney and Fair Oaks is a dangerous intersection. If the bridge lands on Courtney Road, 10 homes along Courtney will suffer hardship. Bluff Road is only 18 feet wide and there is no way to widen it.

Lydia Lipman -- Conceptually this is a good idea, but the devil is in the details. Why is there a rush? It has been poorly advertised and there have been changes in meeting places. The bridge cost is key, and you can't make a decision if you don't know that.

Lake Oswego resident -- This will deteriorate Lake Oswego. It will open it up to crime. People will walk over the bridge to break into cars from the other side.

Tom _____ -- At the launch point on the east side, the aesthetics are unpleasant and feel industrial. It will impact a number of people throughout the neighborhood. Courtney Road and the east side are not adequate and are unsafe.

Fred Sawyer -- TriMet knows how to build on right of way. The Terwilliger crossing is poor. We need to adjust Tryon to 1st Avenue to connect to downtown Lake Oswego. We could use the existing railroad right of way if transit is included.

Next Steps

The next steps include:

- developing cost estimates,
- preliminary engineering designs,
- writing an environmental scoping report,
- conducting an equity and displacement analysis, and
- finalizing a governance agreement among the four jurisdictions.

If the PC deems the project feasible, it could be considered as part of the Metro T2020 transportation investment measure being considered for the November 2020 ballot. If the ballot measure passes and this project were funded, local governments would pay only for ongoing bridge maintenance.

Jeanne asked the CAC members' opinions on feasibility.

- about half fully supported moving forward,
- most of the rest indicated they had questions they hoped would be addressed, and
- a few do not support moving forward.

Jeanne reminded the group that the CAC charge is to advise the PC about issues related to goals, potential landing sites and alignments, and trail connections. The PC is charged with making the recommendation.

- October 25, 11 a.m. – 1 p.m., Development Services Building, 150 Beavercreek Road, Oregon City: Third PC meeting to review feedback from this meeting, interjurisdictional discussions on governance, and make final recommendations for next steps on the feasibility study
- October: Complete the study report.

Appendix – Small Group Table Notes

CAC Group 1

Connectivity

- Courtney Avenue – less than 5% grade at Courtney Road landing - Preferred for users if not considering neighbors
- Bluff Road is steeper and west of Laurie Avenue is steeper
- Must improve Fair Oaks and Courtney
- If the grant Oak Grove submitted goes through, we can improve Courtney Ave sidewalks
- West side: Foothills Park trail is very zig-zaggy as it approaches State Street. A Terwilliger landing down to State Street would not be good— sidewalks and street too narrow. Foothills is inconvenient but has good redevelopment potential.

Parking

- The neighborhoods do not want parking on their streets, but it will not necessarily be a destination park to which people drive, so parking should not be a problem.

Business Districts

- Connection to both Milwaukie Farmers' Market and Oak Grove Farmers' Market is good.
- The future Kronberg Park connection will help too.
- How can you connect to the Trolley Trail?
- Concern with the gap at the Terwilliger landing. Need a connection to E Avenue.

CAC Group 2

Access to Transit

- Trolley Trail (paved)
- Buses on McLoughlin
- Bike/walk path around Foothills (paved) - hilly
- To LO Transit Center, up to 43 and crosswalks very walkable, not too steep

Trails

- LO -- Try to connect to George Rogers Park with a new trail
- OG-TT -- LO-Tryon – bike trail on edge

Business Districts

- LO – Right there.
- OG-TT to downtown OG or Milwaukie

Transit: Not a good idea!

Public Group 1

Transit Connections for Bikes/Peds to Transit

Oak Grove Opportunities:

- Direct connections to transit center via Courtney and Trolley Trail
- TriMet buses go along River Road and McLoughlin

Oak Grove Concerns:

- Bluff Road extremely steep – greater than 9%

- Long way to transit center parking/MAX station
- Conflict with residential, schools
- Intersection conflicts: cars, bikes, peds
- No bike lanes and sidewalks in Oak Grove

Lake Oswego Concerns:

- No good place for bus to go
- Easement over RR right of way challenges

Bike/ped Connections to Trails

- Oak Grove opportunity: Trolley Trail connection
- Oak Grove concerns: Courtney landing goes through driveways
- Lake Oswego opportunities:
 - Better to land on Foothills where there is a park and infrastructure
 - Doesn't impact neighborhoods
 - Terwilliger landing access to park and possible access to E Avenue
- Lake Oswego concerns:
 - Crime at Stampher/Tryon Cove
 - Homeless management
 - Stampher Rd at Hwy 43 bike/ped challenges
 - Visual impacts to residents on Stampher

Public Group 2

- A bridge over the trail at Foothills Park will ruin the beauty of the park
- This is a MAJOR impact to Foothills Park (not a minor impact as stated)
- Never mention of impact on Stampher neighborhood—dramatic impact; huge elevated bridge in all eye sights
- Limited connectivity on west side, 43 not safe; no safe access from Macadam to Portland
- Trails at Foothills are too narrow for bikes and pedestrians

Public Group 3

Connecting to Bike/Ped Routes, Transit, and Commercial

- None of landing sites land in commercial district
- Flat connection at Foothills (later is hill)
- Narrow at Bluff Road and steep
- Courtney Rd is blind corner – there is a drop just east of corner and peds/bikes coming off bridge would not see oncoming traffic
- Conflicts with driveways at corner with Courtney Rd
- How could transit fit?
- Have PC members visited site? They need to.
- Steep in first part of Courtney Rd
- Tryon Cove landing connection is challenging
 - State St does not have safe crossing
 - Connection to south needs a bridge across creek to Terwilliger – the path on Terwilliger is challenging

- Connection to Park Ave is a long walk – only feasible
- Trolley Trail – not as safe (or perceived as safe when opened)
- Are there bathroom facilities? They are at Riverville and Foothills, but are they feasible to access? How many do we need?

Oak Grove – Lake Oswego Pedestrian & Bicycle Bridge Feasibility Study

Community Advisory Committee Charter

The following is the charter for the Community Advisory Committee that will be formed for the Oak Grove – Lake Oswego Pedestrian Bicycle Bridge Feasibility Study. This charter defines the organizational structure and decision making process for the project, the membership and responsibilities for the committee, as well as the expectations for committee participation and attendance, communications and meeting protocol.

Project Purposes:

The purpose of this project is to analyze the feasibility of pedestrian & bicycle bridge over the Willamette River by studying three issues: 1) The engineering and environmental feasibility of developing the bridge and providing connections to the existing and planned pedestrian-bicycle network; 2) The level of support for the bridge in the project area; 3) How the city, county and regional governments could work together to build and maintain a bridge.

Project Organizational Structure and Decision Making:

There will be four committees organized for this project that will be responsible for receiving community input, evaluating technical information and making recommendations:

Policy Committee (PC):

The Policy Committee will be the decision making body for this feasibility study and will make recommendations to the partner governments at key decision points in the study.

Community Advisory Committee (CAC):

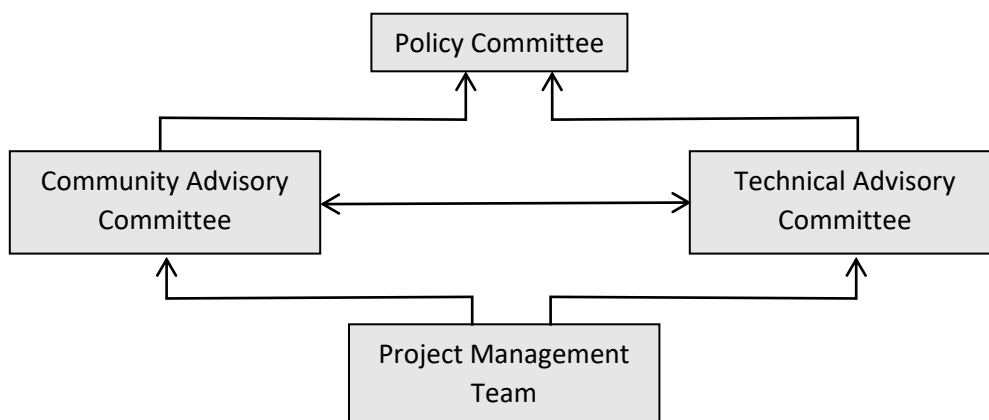
The Community Advisory Committee will be made up of study area residents and business owners, as well as representatives of community groups with an interest in the proposed bridge project. The CAC will make recommendations to the PC and the TAC on key decisions in the feasibility study.

Technical Advisory Committee (TAC):

The Technical Advisory Committee will be made up of staff members from the four partner governments with expertise in planning, bike/pedestrian transportation, engineering, community engagement and parks. The TAC will make recommendations to the PC and CAC on key decisions in the feasibility study.

Project Management Team (PMT): The Project Management Team will be made up of members of Clackamas County staff and the consultant Project Manager. The PMT will be responsible for the management of the project.

The diagram below depicts the decision making structure for the project:



Community Advisory Committee Membership and Responsibilities

Community Advisory Committee Membership:

The CAC's membership will provide a balanced representation of a wide range of local and regional stakeholder's values and interests. For example, the CAC could include members representing affected neighborhoods and business, walking/cycling enthusiasts, environmental or resource protection groups, business associations, or groups that are under-represented transportation in transportation decision making. The Community Advisory Committee will have 28 members. Members of the Policy Committee, Technical Advisory Committee and Project Management Team, elected officials from any of the partners or staff from any of the partners will not be eligible to be voting members of the CAC. The members of the CAC will be recommended by the Cities of Lake Oswego and Milwaukie, Clackamas County and Metro. At their first meeting, the Policy Committee will appoint the members of the CAC based on the recommendations of the local government partners and Metro. Members of the CAC will be nominated in the following fashion:

City of Lake Oswego will nominate up to 10 representatives as follows:

- At least 4 representatives that reside, have a business or own property within the study area (see attached study area map)
- At least 1 representative living in the city that is engaged on bicycle or pedestrian issues
- At least 1 representative living in the city that is engaged in park and recreation issues
- No more than 4 representatives "at large" from other areas of Lake Oswego with at least two being from groups that are often under-represented in the transportation decision making process such as those who are non-white or disabled.

Clackamas County will nominate up to 10 representatives as follows:

- At least 4 representatives that reside, have a business or own property within the study area (see map)
- At least 1 member of the Clackamas County Pedestrian Bicycle Advisory Committee
- At least 1 member who is a resident of the North Clackamas Parks and Recreation District
- No more than 4 representatives "at large" from other areas of Clackamas County with at least two being from groups that are often under-represented in the transportation decision making process such as those who are non-white or disabled.

City of Milwaukie will nominate up to 4 representatives as follows:

- At least 2 representatives that reside, have a business or own property within the study area
- No more than 2 representatives "at large" from other areas of Milwaukie with at least one being from groups that are often under-represented in the transportation decision making process such as those who are non-white or disabled.

Metro will nominate 4 representatives as follows:

- 2 representatives of Willamette River resource protection groups
- 1 representative of a bicycling enthusiast group
- 1 representative of a walking, hiking or running enthusiast group

There will be three ex-officio members who will staff the Community Advisory Committee as follows:

- The Clackamas County Project Manager
- The Project Manager for the consultant team

- A neutral meeting facilitator

Term of Membership

Members of the CAC shall serve until the completion of the feasibility study, which is expected to require about 9 months. If the bridge project is determined to be feasible by the partner governments, and if sufficient funding is available, the bridge project may move into subsequent phases for engineering design and environmental analysis. Membership for the committees for those subsequent phases will be nominated by the member governments. Members of the feasibility study CAC will be eligible for nomination to committees for the subsequent phases.

Community Advisory Committee Responsibilities:

The CAC is charged with:

- Recommending criteria to be used in the evaluation of project alternatives.
- Making recommendations to the Policy Committee on the preferred bridge landing points.
- Making recommendations to the Policy Committee on the preferred connections between the bridge and the pedestrian and bicycle network.
- Making recommendations to the Policy Committee on the selection of up to three bridge concepts to be advanced into the next stage of the project to be considered in detail.

To fulfill their charge, the CAC members are responsible for:

- Participating in all CAC meetings.
- Reviewing meeting materials provided in advance of the meetings.
- Considering input from the public, the Technical Advisory Committee and the Project Management Team.
- Attending project public meetings and open house events.
- Acting as project liaisons to their constituent groups, by providing information and soliciting feedback from those groups to inform and engage them in the project.

Community Advisory Committee Operation Agreements:

Meeting Attendance

- All members will make their best effort to attend each of the Community Advisory Committee meetings and to arrive promptly and stay for the duration of the meeting.
- If members are unable to attend, their seat on the committee will be unfilled for that meeting. Alternates or proxies will not be accepted. A member that does not attend a scheduled meeting will have forfeited his or her opportunity to modify the decisions reached at that meeting.
- If a member of the Community Advisory Committee must end their service, staff will work to ensure that all project viewpoints are represented. The partner government represented by the departed representative will nominate another representative that will be appointed by the Policy Committee. New appointments must be consistent with the member criteria identified above.

Meeting Schedule:

- This project will move quickly and will require close coordination between the four committees and the consultant team. To enable the project to move forward quickly and achieve close coordination, a meeting schedule for all committees including the CAC will be established at the beginning of the project and strictly followed.

Meeting Protocol

- A quorum shall consist of a majority of voting members
- Meeting agendas will be distributed in advance and include the amount of time scheduled for each meeting topic.
- Meeting summaries will be prepared and distributed after the meeting for review.
- The meetings will begin with an opportunity for members to raise questions or comments about the summary of the last meeting.
- Discussions will be facilitated by a neutral professional.
- The facilitator will start and end meetings on time unless the group agrees to extend the meeting time.
- The facilitator will maintain an ongoing list of off-agenda topics to be addressed as time permits.
- All CAC meetings shall be conducted in accordance with Oregon Public Meetings Law and are open to the public. Community members will be invited to provide comments to the CAC as time allows as noted on the agenda. Written comments are always welcome by emailing Project Manager Steve Williams and will be shared with CAC members. The facilitator may allow public comments or questions at other times during the meeting if time permits.

Internal Communications

- CAC members agree that they will treat all positions expressed with respect, whether or not the participants agree.
- CAC members will ask questions as necessary to make sure that they understand the information being presented.
- CAC members will hold questions until the end of a presentation to help the group keep to the agenda.

CAC Recommendations

- Recommendations will ideally be made by consensus. Consensus means no one will choose to block or prohibit the implementation of a decision. If consensus is not possible, recommendation will be considered as “motions” made by CAC members will be asked to vote to express their recommendation; a simple majority of the voting members present will prevail.
- Any CAC members who do not support a recommendation may prepare a minority opinion for Policy Committee consideration.
- Discussions will be described in a meeting summary and will be shared with other committees and decision makers.

Communications Outside Meetings

- CAC members understand that they are the public face of this project, and will speak in ways that respect and support the collaborative process, while being mindful of the concerns/interests of all members.
- CAC members may represent their personal opinions to the media, but will refer all formal media inquiries to Stephen Williams, Clackamas County Project Manager, for an official project response.
- To act with transparency and comply with Oregon’s public meetings laws, no discussion about any business of the CAC should be discussed by a quorum (a simple majority) of the CAC members outside of the Task Force meetings. Discussions include conversations in person, by telephone, by email and/or by any other electronic means, including social media.