



Pedestrian/Bikeway Advisory Committee Meeting Minutes

Tuesday, November 5, 2019

150 Beavercreek Road, Oregon City, OR 97045

<http://www.clackamas.us/engineering/pbac.html>

6:30 p.m. Welcome and Approval of August Minutes

Members: Bruce Parker, Mindy Montecucco, Ray Atkinson, Del Scharffenberg, Peter Ihrig, Kelli Grover, Joseph Edge, Dick Webber, Hans Tschersich

Staff: Scott Hoelscher – Engineering Division (ED), Brett Setterfield – ED

Representatives: Chris Ortolano – Monroe Greenway Public Advisory Committee, Nick Alder – Willamette River Crossing Coalition

Members of the Public: Fred Sawyer – Oak Grove resident

Hans made a motion to approve October minutes, Ray seconded and the minutes were approved unanimously.

Scott explained that the Oak Grove – Lake Oswego (OGLO) agenda item will not be held today due to the policy committee not taking any action on whether the project should move forward or not. That is expected in February or March, at which time the PBAC will be provided a presentation on the status of the project. Bruce was at the policy committee meeting and said he noticed the politics in play for this project, but wanted to give credit to Clackamas County's Steve Williams for providing an alternative for the project where a decision was needed by October 30th. Bruce felt he did a good job keeping the project going with further analysis.

6:45 p.m. Public Comment

Fred discussed Metro's T2020 project of the potential 99E corridor and said he felt this committee could offer a letter showing the need and benefit of wider sidewalks at the bridge over the Clackamas River.

Nick said he has it on good authority that this project and feasibility study will be buried by John Lamant of the Lake Oswego city council. Nicholas said Commissioner Lamant thinks this bridge will be an ugly monstrosity, but Nicholas feels this project has many different opportunities to be a nice connection that could be quite beautiful. He said he encourages PBAC members to get in contact with his Coalition to help this feasibility study keep moving forward. Fred said he'd also like to thank Steve for his contribution at the policy committee meeting. He said he talked to someone named Skip after the meeting who said the bridge should start at C Avenue in Lake Oswego and cross to Courtney Ave in Oak Grove. He provided a map showing the potential alignment, along with Google street view images of the potential landing point in Lake Oswego. This option does cross over private property, unlike any of the options that have been considered to date as the study criteria had only public property affects. Del said he likes this option over other options presented and Joseph agreed that this alignment would be beneficial keeping the bridge as level as possible throughout the crossing. He hopes if this project study moves forward into the next phase, this type of alignment be considered.

The committee agreed to start crafting a letter to the Board of County Commissioners (BCC) promoting this type of alignment and looking into the potential for usage of private property for this bridge.

Bernie said for the Committee to look into the trolley that runs along the west side of the river as Lake Oswego was not a fan of that when it was proposed 30 years ago.

Del said that the data provided in Fred's presentation would be good to input into the letter to the BCC, and Kelli said it would also be important to incorporate the facts Joseph brought up earlier. Joseph said the committee could agree on the key points to include, and Joseph, Ray, and Bruce will put together the letter. Peter said to make sure that the letter says this alignment does go over Tryon Creek, but not Tryon Creek Park. Joseph made a motion to develop the letter as described earlier and Del seconded, and the committee unanimously approved the motion.

Del asked about the Milwaukie-Oak Grove-Lake Oswego (MOGLO) bike/ped ferry idea that has recently sprung up, and Joseph said it was in relation to what was discussed at the policy committee meeting by people who weren't keen on a bridge in the area.

7:25 p.m. Milwaukie Monroe Neighborhood Greenway

Chris gave a brief overview of the greenway along Monroe St. in Milwaukie. Ray asked about the two different alignments being considered, with one continuing along Monroe St. and one along the railroad ride-of-way to Washington St. Joseph recused himself from the room as he's on the Milwaukie planning commission as Chris then went over the redevelopment being considered behind Milwaukie Marketplace along Monroe St. and 37th Ave. The path being considered will have fencing/soundwall along one side, providing a barrier between the railroad tracks and the proposed bike/ped path. There's also a driveway proposed where cyclists and pedestrians would cross 37th from Washington St.

Del said he knows that Chris has a website about this project called milwaukierip.org that discusses Residential Infill Projects. Bernie and Chris then showed the project site in Google street view, and a rough idea of how it would look. Mindy asked how the soundwall would affect neighbors as trains went through and Chris said he wasn't sure. Ray asked about single or two-way cycle track, and Chris said they're hoping for a two-way cycle track.

Scott said the City of Milwaukie is interested in moving this project along with the many development sites along the greenway. He said he talked to the Transportation Engineer at Milwaukie and said he's may come to a future PBAC meeting to further discuss this project. Mindy asked how this could have been avoided after the developer said that the plans are too far along to make an adjustment to the proposal to have a cycle track along Monroe St and 37th Ave to Washington St. Chris said they didn't find out about the pre-application until much later in the process, so earlier civic engagement would have been helpful.

Ray said he'd like to see more designs for a cycle track and Bruce said he'd like to see updates about this project as the process moves along. Chris said he anticipates a letter regarding completeness in the next month, meaning neighbors within 300 feet would be notified within the following month.

8:15 p.m. House Bill 2001: "Missing Middle Housing" PBAC Letter Review

The committee went over the letter developed by Joseph and Bruce regarding the "Missing Middle Housing" in the unincorporated portions of the County, and how active transportation plays into the new law. Chris asked Joseph to elaborate on the mechanism for providing more affordability for housing in more transit oriented areas, particularly light rail. Joseph said the first would be to eliminate parking to help save money in different places, and provide enough supply

to meet the demand. Chris asked if there's data from Minneapolis to back that, and Joseph said it's too new, but there may be info from Seattle to back the hypothesis. Mindy asked if this may encourage people who don't want high density residential within their neighborhood to avoid any type of active transportation project, and Joseph said he's not sure that's really a threat given the defensibility of the policy positions in the letter. Chris said he thinks there's an opportunity to be proactive with this letter, stating that active transportation projects can draw development along these corridors.

Joseph said the timeline for this is not extremely urgent, so the committee could discuss this further at the next meeting, polish it off then and send it off in January or February.

Scott said that's a great segue into next month's meeting with the Street Trust educating the committee on best practices for public testimony and advocacy. Scott got a headcount from the room on who would be available for that meeting, and it looked like everyone seemed available. He said it'll also be an opportunity to invite some public officials, and Joseph said

Ray made a motion to expand the letter on model code to include DLCDC, Peter seconded, and the committee unanimously approved.

8:45 p.m. Adjourn