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

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## 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](http://www.clackamas.us/transportation/oglo).

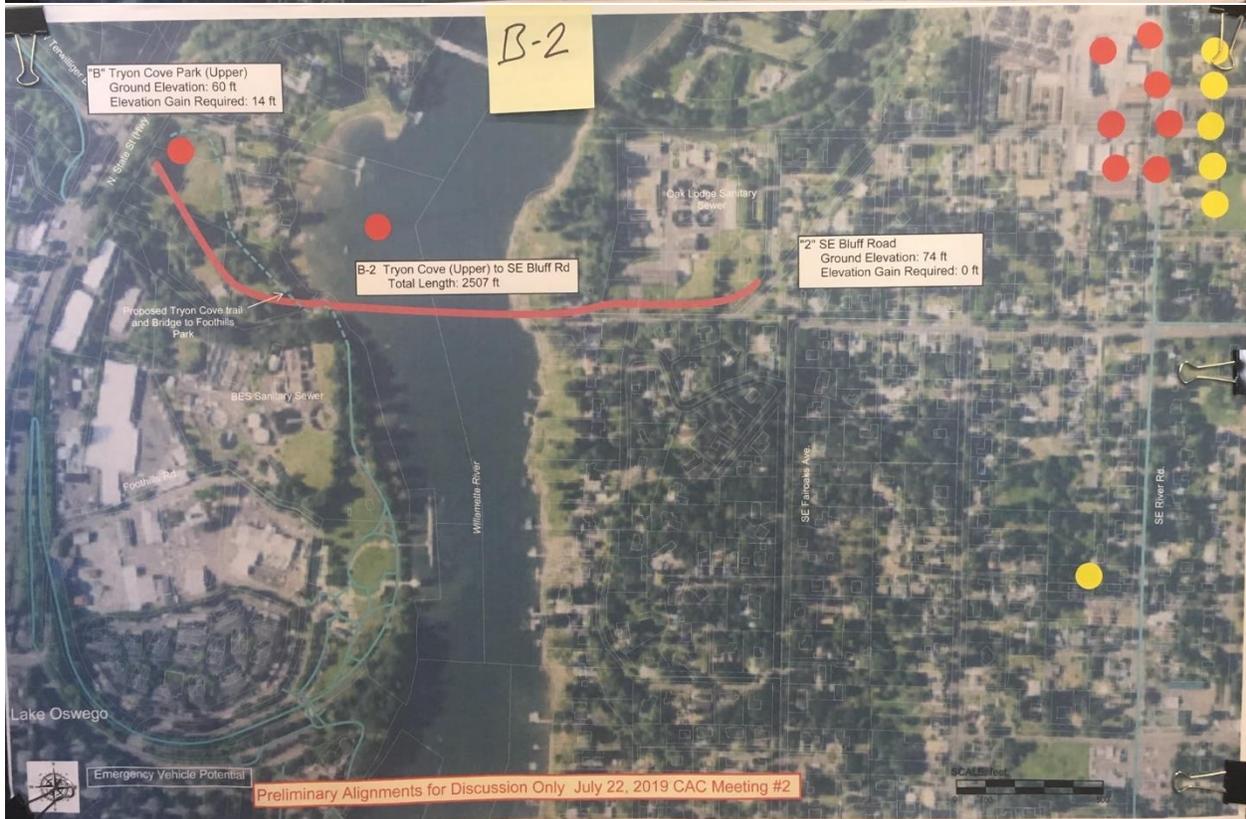
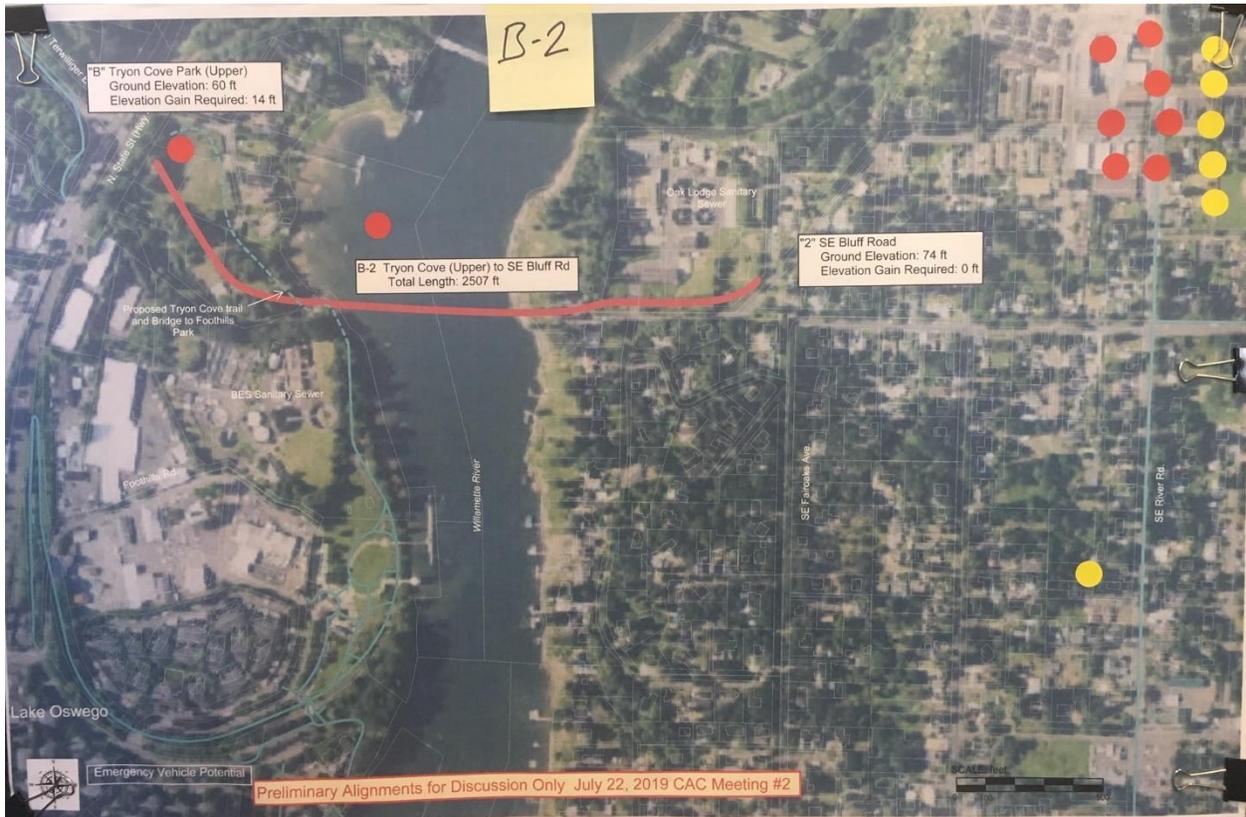
The displays/maps from this meeting will be posted to the website.

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.

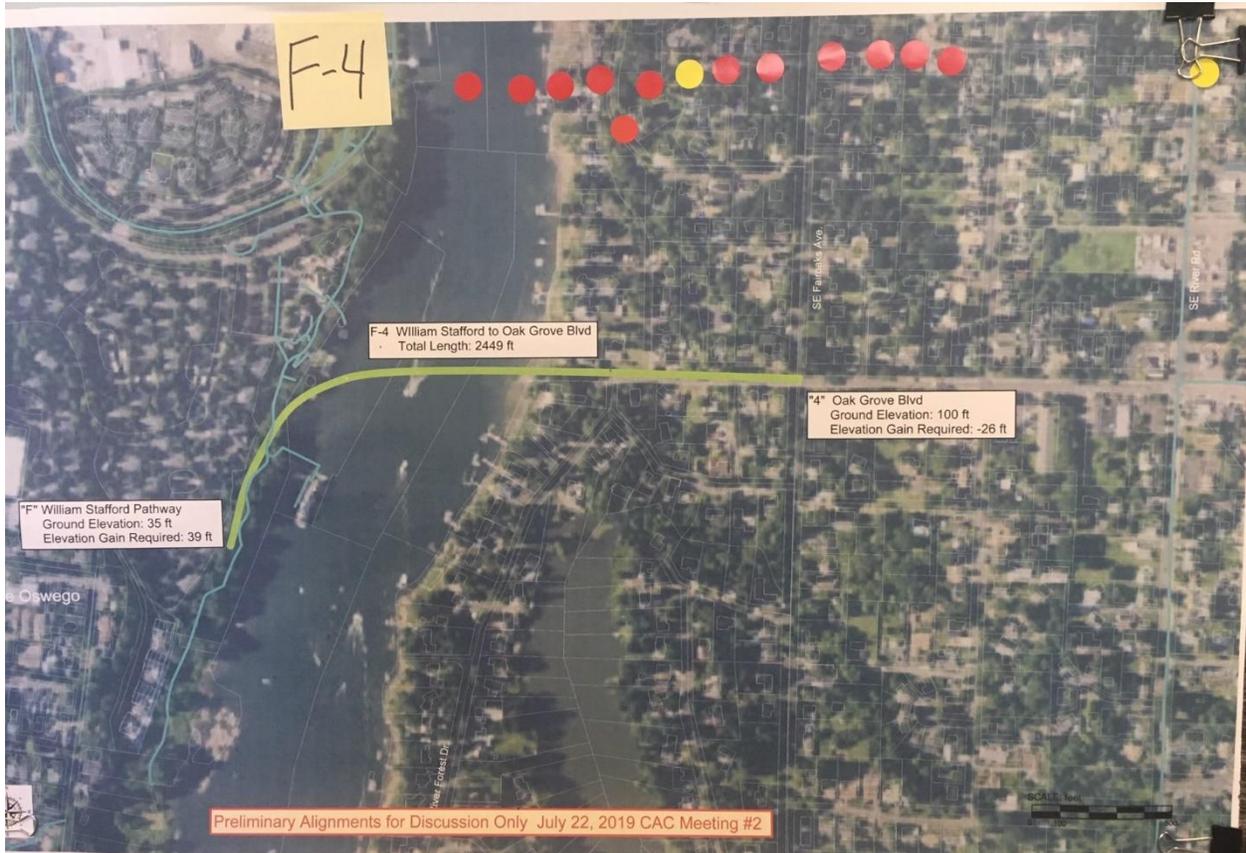
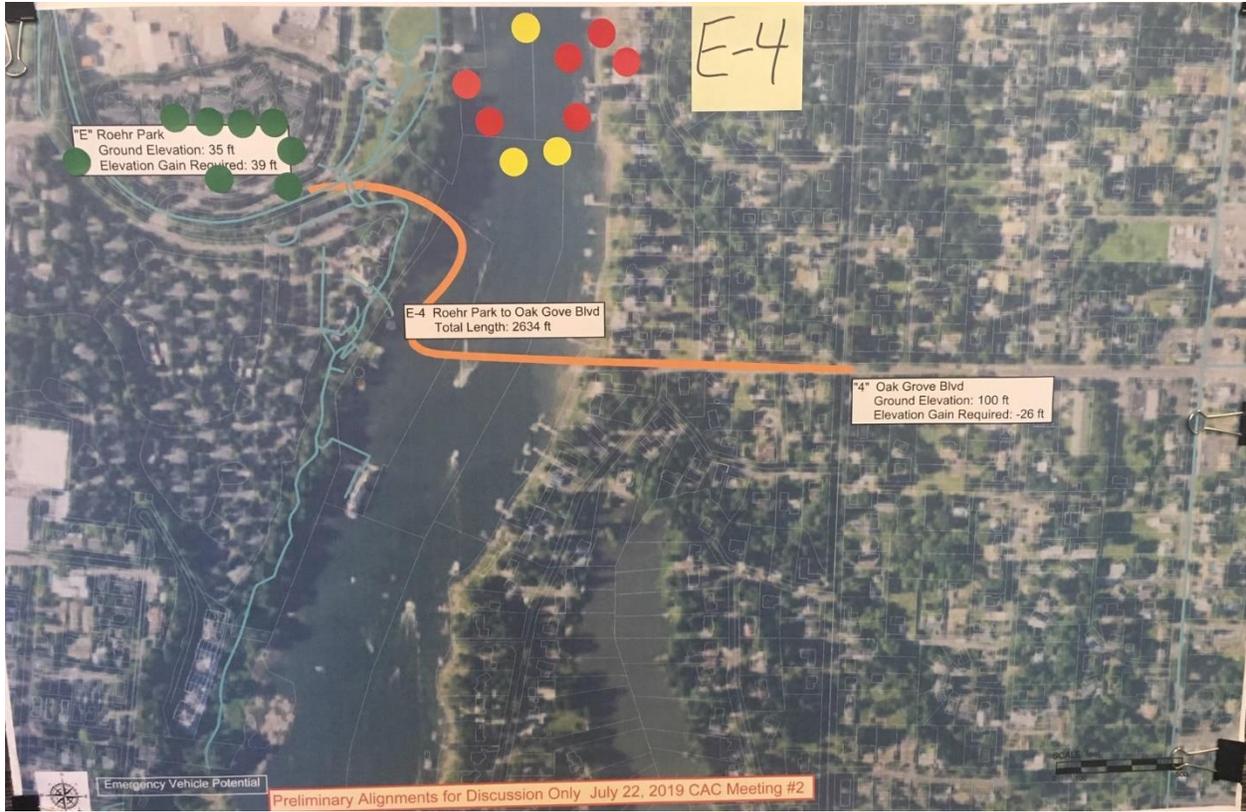
The final CAC meeting will be held in September.

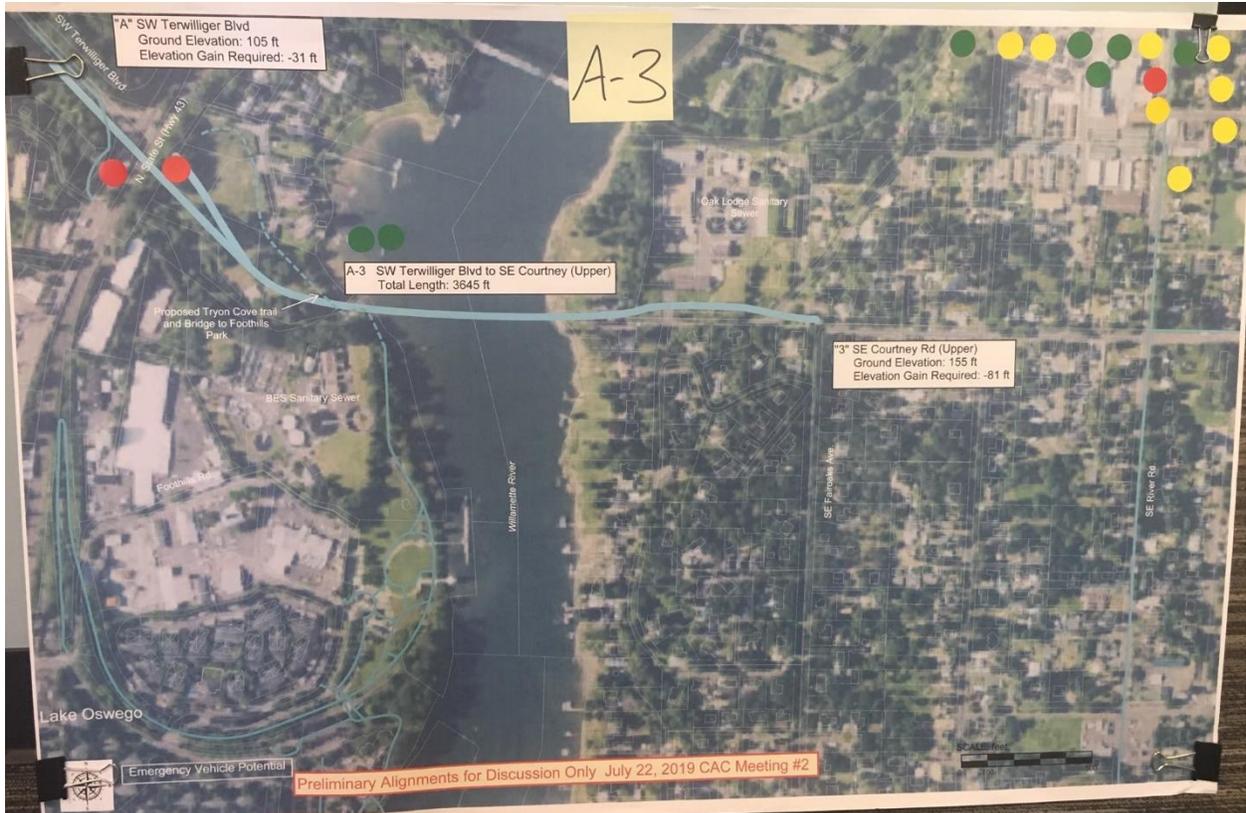
# Attachment – Alignment Maps with Dots (CAC Member Exercise)











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