
**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, Tienneke 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 Beaver Creek 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?