
Thursday, October 03, 2019
6:45 PM – 8:30 PM

Development Services Building
Main Floor Auditorium, Room 115
150 Beaver Creek Road, Oregon City, OR 97045

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of September 05, 2019 C4 Minutes **Page 03**

6:50 p.m. Burnside Bridge Briefing

Presenting: Mike Pullen, Multnomah County

- Earthquake Ready Burnside Bridge Fact Sheet **Page 05**

7:05 p.m. Strategic Investment Fund

Presenting: Mike Bezner, Clackamas County

- Staff Memo + County Roads in Cities Maps **Page 07**

8:00 p.m. T2020 Update

Presenting: Jamie Stasny, Clackamas County

- Clackamas Corridor Materials **Page 23**

8:15 p.m. Updates/Other Business

- JPACT/MPAC Updates
- Other Business

8:30 p.m. Adjourn

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Chair Jim Bernard	●	●	●			
Clackamas County	Commissioner Paul Savas		●	●	●		●
Canby	Mayor Brian Hodson	●		●			●
CPOs	Laurie Freeman Swanson (Molalla CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel		●				
Hamlets	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Councilor Markley Drake		●				●
Johnson City	Vacant						
Lake Oswego	Councilor Theresa Kohlhoff	●	●				●
Milwaukie	Mayor Mark Gamba		●			●	
Molalla	Mayor Keith Swigart			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Paul Morrison		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Mayor Russ Axelrod		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Vacant
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Julie Wehling
Urban Transit	Dwight Brashear

Frequently Referenced Committees:

- CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)
- JPACT:** Joint Policy Advisory Committee on Transportation (Metro)
- MPAC:** Metro Policy Advisory Committee (Metro)
- MTAC:** Metro Technical Advisory Committee (MPAC TAC)
- R1ACT:** Region 1 Advisory Committee on Transportation (ODOT)
- TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

Thursday, September 05, 2019
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Canby:** Brian Hodson; **Clackamas County:** Paul Savas; **CPOs:** Laurie Swanson (Molalla); Martin Meyers (Redland-Viola-Fischers Mill) (Alt.); **Estacada:** Sean Drinkwine; **Gladstone:** Tracy Moreland; **Hamlets:** Kenny Sernach (Beavercreek); John Keith (Stafford)(Alt.); **Happy Valley:** Markley Drake; **Lake Oswego:** Theresa Kohlhoff; **Metro:** Christine Lewis; **Milwaukie:** Wilda Parks (Alt.); **Molalla:** Keith Swigart; **MPAC Citizen:** Ed Gronke (Alt.); **Oregon City:** Rachel Lyles Smith; **Sandy:** Jan Lee (Alt.); **Sanitation Districts:** Paul Gornick; **Transit:** Andi Howell (Sandy)(Alt.); **Tualatin:** Paul Morrison; **Water Districts:** Hugh Kalani; **West Linn:** Russ Axelrod; Teri Cummings

Staff: Trent Wilson (PGA)

Guests: Gary Schmidt (County Administration); Jaimie Huff (Happy Valley); Jeff Gudman (Lake Oswego Community); Marge Stewart (Firwood CPO); Tracy Moreland (BCC); Jamie Stasny (DTD); Kathy Hyzy (Milwaukie); Katrina Holland (Community Alliance of Tenants); Kim Rybold (Wilsonville); Ray Atkinson (CCC); Diana Linn (Proud Ground); Martha Fritzie (DTD); Karen Buehrig (DTD); Katy Barber (PSU); Gretta Smith (PSU); Helen Ryan (PSU); Katy Bush (PSU); Carol Lee Harrison (PSU); Lorelai Junten (ECONorthwest); Andrée Tremoulet (Common Works Consulting)

The C4 Meeting was recorded and the audio is available on the County's website at <http://www.clackamas.us/c4/meetings.html> . Minutes document action items approved at the meeting.

Agenda Item	Action
Approval of August 1, 2019 C4 Minutes	Approved.
Risk of Displacement Report	Lorelai Junten and Dr. Andrée Tremoulet presented on their finding from the study, "Exploring the Factors that Drive Displacement Risk in Unincorporated Clackamas County."
Roots of Racial Inequity Report	Students from the Community Alliance of Tenants presented their study, "Invisible Walls: Housing Discrimination in Clackamas County."
Housing Needs Assessment (HNA) Final	With the HNA complete, C4 members discussed their

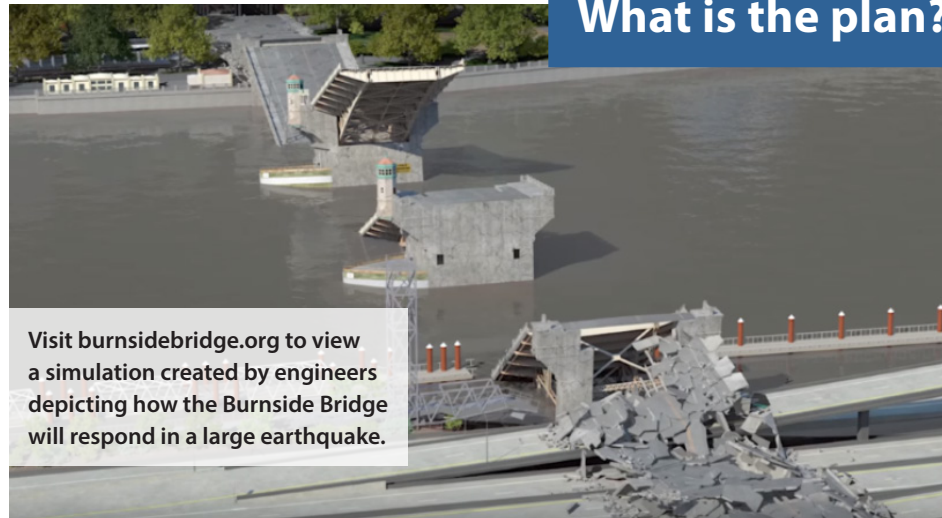
Report	<p>preferred next steps. Given so many study's concluding at the same time, the committee request the recommendations from each report be consolidated into one location and brought back to C4 at a future meeting for discussion.</p>
Updates/Other Business <ul style="list-style-type: none"> • T2020 Update • JPACT/MPAC Updates • Other Business 	<p>T2020 Update – County staff updated C4 staff on the T2020 process, which has included Local Investment Team (LIT) meetings over the summer. Those LIT meetings will be coming to a close and Task Force members will be considering their recommendations through the Fall.</p> <p>JPACT/MPAC updates – No updates, both JPACT and MPAC meetings are cancelled in August and meetings have yet to occur in September.</p> <p>Other Business – NA</p>

Adjourned at 8:25 p.m.

Portland’s aging downtown bridges are not expected to withstand a major earthquake.

Since 1926, the Burnside Bridge has served us well. To take us across the river for another 100 years, it needs an upgrade. Over the next several years, Multnomah County will evaluate options for creating a resilient Burnside crossing that will withstand a major earthquake.

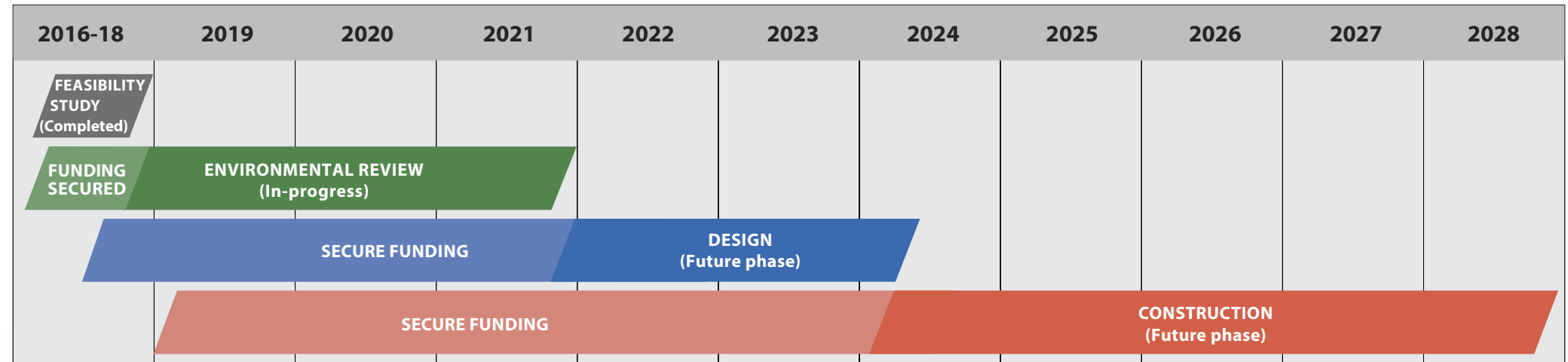
What is the plan?



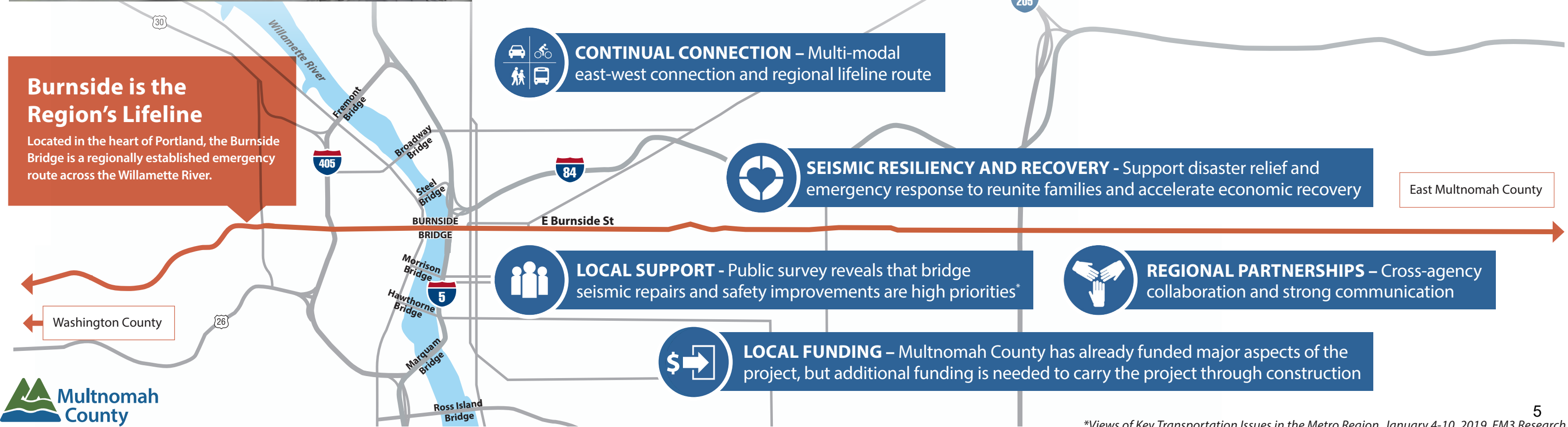
Visit burnsidebridge.org to view a simulation created by engineers depicting how the Burnside Bridge will respond in a large earthquake.

PROJECT TIMELINE

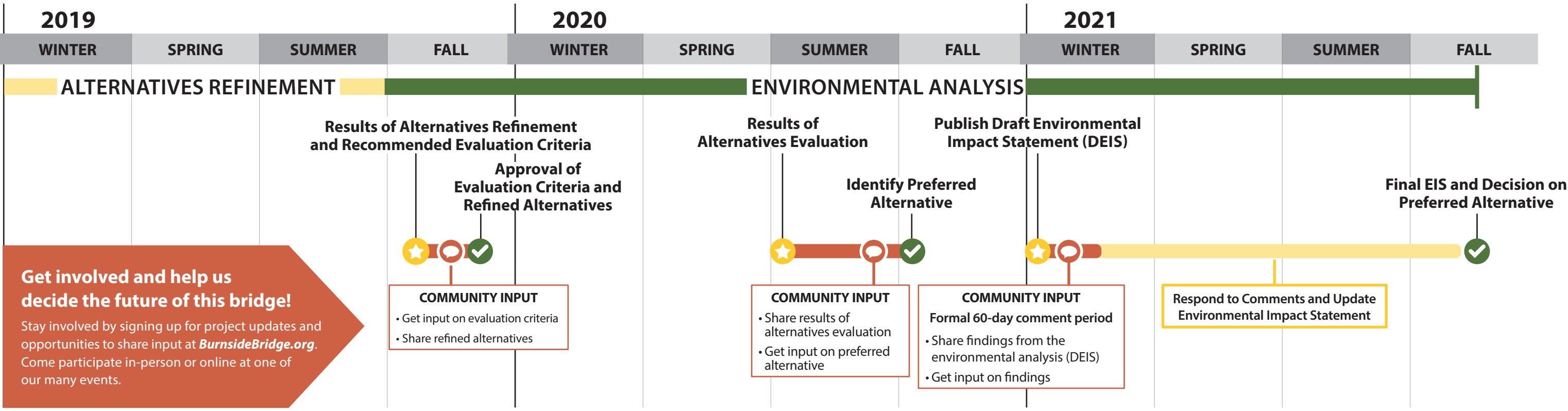
The project is now in the Environmental Review phase which includes preparing an Environmental Impact Statement (EIS). Your input is vital in helping us get to a preferred option to advance into Design and then into Construction.



Burnside is the Region’s Lifeline
 Located in the heart of Portland, the Burnside Bridge is a regionally established emergency route across the Willamette River.

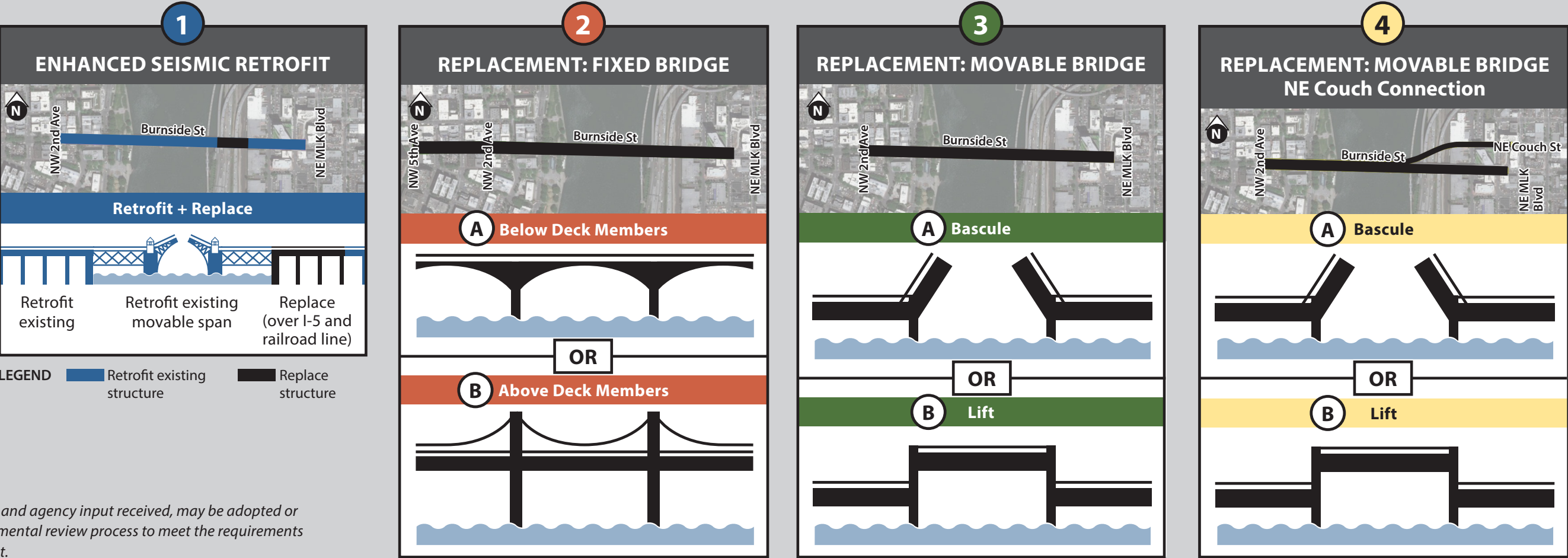


Environmental Review Process



Alternatives with options under evaluation

Four alternatives with multiple options are being studied further as part of the Environmental Review phase of the Earthquake Ready Burnside Bridge project, each with distinct characteristics to consider and evaluate. A no-build alternative will also be evaluated.



The information presented here, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the federal National Environmental Policy Act.

Alternative illustrations are not to scale and are for bridge type illustration purposes only.

For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us.
 Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us.
 Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.

BurnsideBridge.org

[f](https://www.facebook.com/multcobridges) [i](https://www.instagram.com/multcobridges) [t](https://www.tiktok.com/@multcobridges) [y](https://www.youtube.com/multcobridges) @MultCoBridges, #ReadyBurnside



TO: Clackamas County Coordinating Committee (C4)
FROM: Stephen Williams, Principal Transportation Planner
DATE: September 25, 2019

SUBJECT: Principals and Process for VRF Strategic Investment Fund Projects

The Clackamas Transportation Advisory Committee has discussed the principals and process for the providing Vehicle Registration Fee Strategic Investment Funds (SIF) to localities for use in projects. The SIF funds were set aside by the Board of County Commissioners in the ordinance adopting the VRF and are 1/6th of the funding the county is to receive from the VRF or 10% of the total annual VRF revenue. The expected amount of SIF funds were estimated for 2018 as \$1.17 million. Per the request at the C4 retreat in June maps of all county roads within limits of a city are attached. The following presents recommendations from CTAC for consideration by C4. CTAC requests direction from C4 on other issues that should be considered for implementation of the SIF funding process.

Types of Projects Eligible for SIF

Under Oregon statute, vehicle registration fees can be applied to any type of project that is eligible for Road Use funding with the condition that the proposed project occur within the road right-of-way. For example, bike and pedestrian improvements are eligible within the right-of-way but would not be eligible for SIF funding in a location outside the right-of-way such as a park.

Principals

CTAC recommends the following priorities for selecting projects to receive SIF funding:

- **Readiness** – This principal focuses on how close the proposed project is to construction. Two things are indicated by project readiness: 1) The city’s level of commitment to the project, and 2) The likelihood that the proposed project will be constructed.
- **Multi-jurisdiction Benefits** – Projects providing benefit for multiple jurisdictions increase multiplies the benefit of the SIF funding. Due to the fact that about half of the cities are not contiguous with any other cities, CTAC recommends that benefits to Clackamas County be considered within the approved Urban Growth Management Areas.
- **Leverage** – Leverage can be considered two ways: 1) The project is a portion of a larger project being carried out by the city and will expand the benefit of the larger project, or 2) The project put forward for SIF funding incorporates non-city funds from other sources such as ODOT, Metro, ConnectOregon or federal sources. CTAC recommends that both types of leverage be included in the selection criteria for SIF funding.
- **Safety** – Priority should be placed on proposed SIF projects with features that will address an identified safety need on the road.
- **Usage** – Projects that have higher expected levels of use should receive higher priority for SIF funds.
- **TSP Goals** – Projects should be consistent with the applicant city’s TSP goals.
- **Types of Projects** – The adopting ordinance anticipated that SIF funds would be used for jurisdictional transfer, and for capital projects on either city roads or on county roads. CTAC

recommends that SIF funds only be used for construction, with other project phases (planning, preliminary engineering/environmental, design, and right-of-way) funded from other sources.

Process

CTAC proposed that the following process be used to allocate the SIF funds:

- **Project List** – The list of projects for SIF funding would be developed in the following manner: Clackamas County would request proposals for SIF funded projects. Projects would be submitted by the cities. Jurisdictional transfer projects or capital projects on county roads would need to be approved by the county prior to submittal. The initial proposals would be for SIF funds available for the first 5 years. It is not recommended that SIF funding be committed any further into the future than 5 years due to the higher likelihood that projects would not be constructed. CTAC would review the list projects based on the principals described above and recommend projects to C4 for funding. C4 would consider the projects submitted and CTAC recommendations, and adopt a list of projects. The project list would identify the proposed projects, the funding amount and the fiscal year in which the SIF funds would be applied to project construction.
- **Frequency of SIF Funding Process** – Following the first round, a SIF funding process is recommended to be conducted every three years. At that time CTAC would review projects that had been awarded funding in previous rounds and determine if the project was 1) Complete, 2) Making sufficient progress, or 3) Not making sufficient progress. For projects not making sufficient progress CTAC could recommend to C4 that a deadline be set to demonstrate progress, or that the SIF funding commitment be withdrawn. CTAC would then call for submittal of project proposals, review the proposed projects and make recommendations to C4 on the projects that should be selected to receive the next 3 years of funding.
- **Order in which SIF Projects would be Programmed** – Cities applying for SIF funds would be asked to identify the year in which they would prefer to receive funding if awarded. The order in which the projects selected would receive funding would be agreed upon between project sponsors and included in CTAC's recommendations to C4. If a project were delayed by a year or more, CTAC would work with the city that requested the funding to determine how the schedule for project funding should be changed and provide a revised list to C4.
- **Intergovernmental Agreement** – When SIF funds have been awarded to a project, an agreement between Clackamas County and the city where the project is located would be created setting the terms for the availability of the SIF funds. SIF funded projects on city roads would be delivered by the city. SIF funded projects on county roads would be delivered by the county.

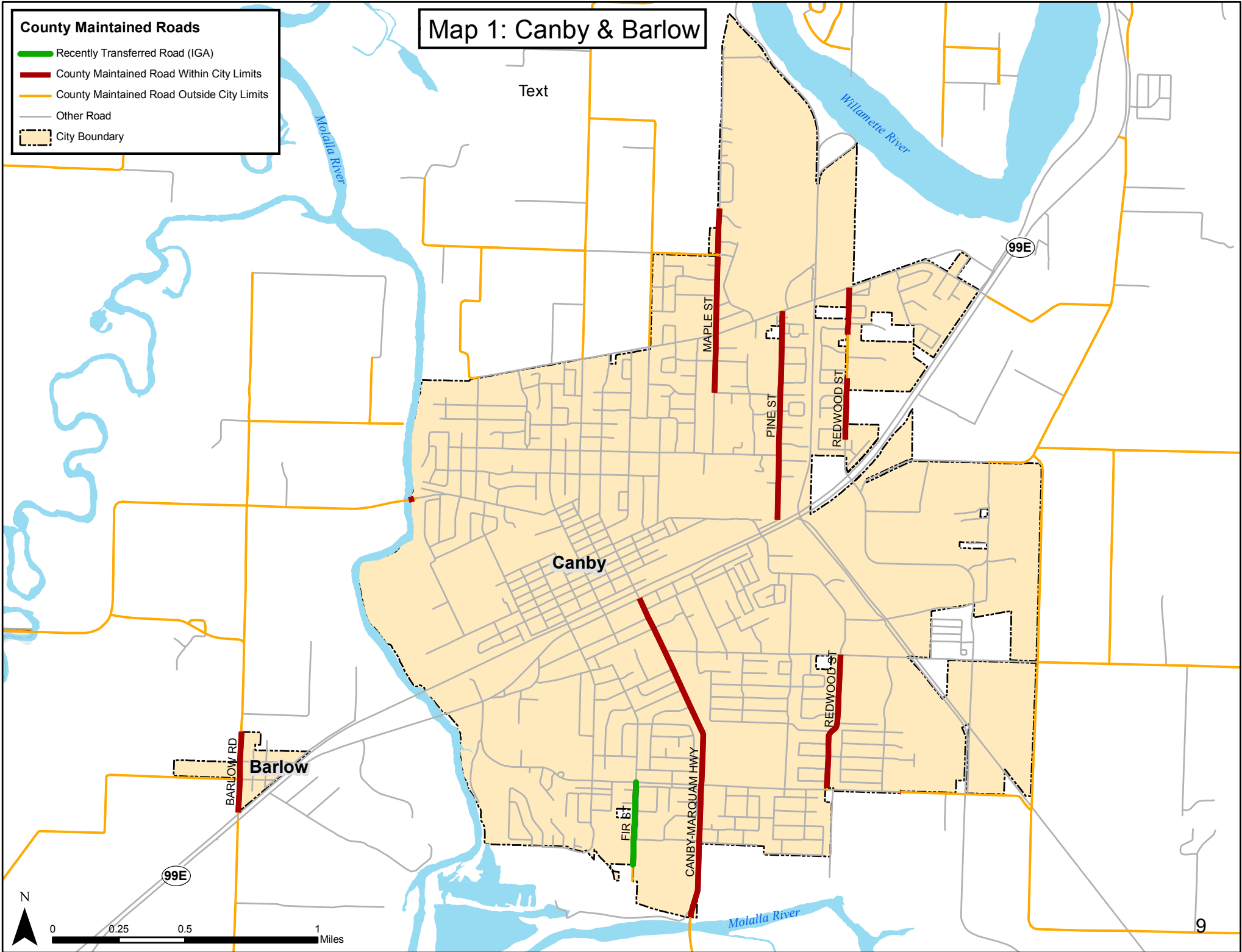
Request:

C4 review and discuss the above recommendations and provide direction for the next steps for the development of the VRF SIF process.

Map 1: Canby & Barlow

County Maintained Roads

- Recently Transferred Road (IGA)
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



Text

Canby

Barlow

Willamete River

Molalla River

99E

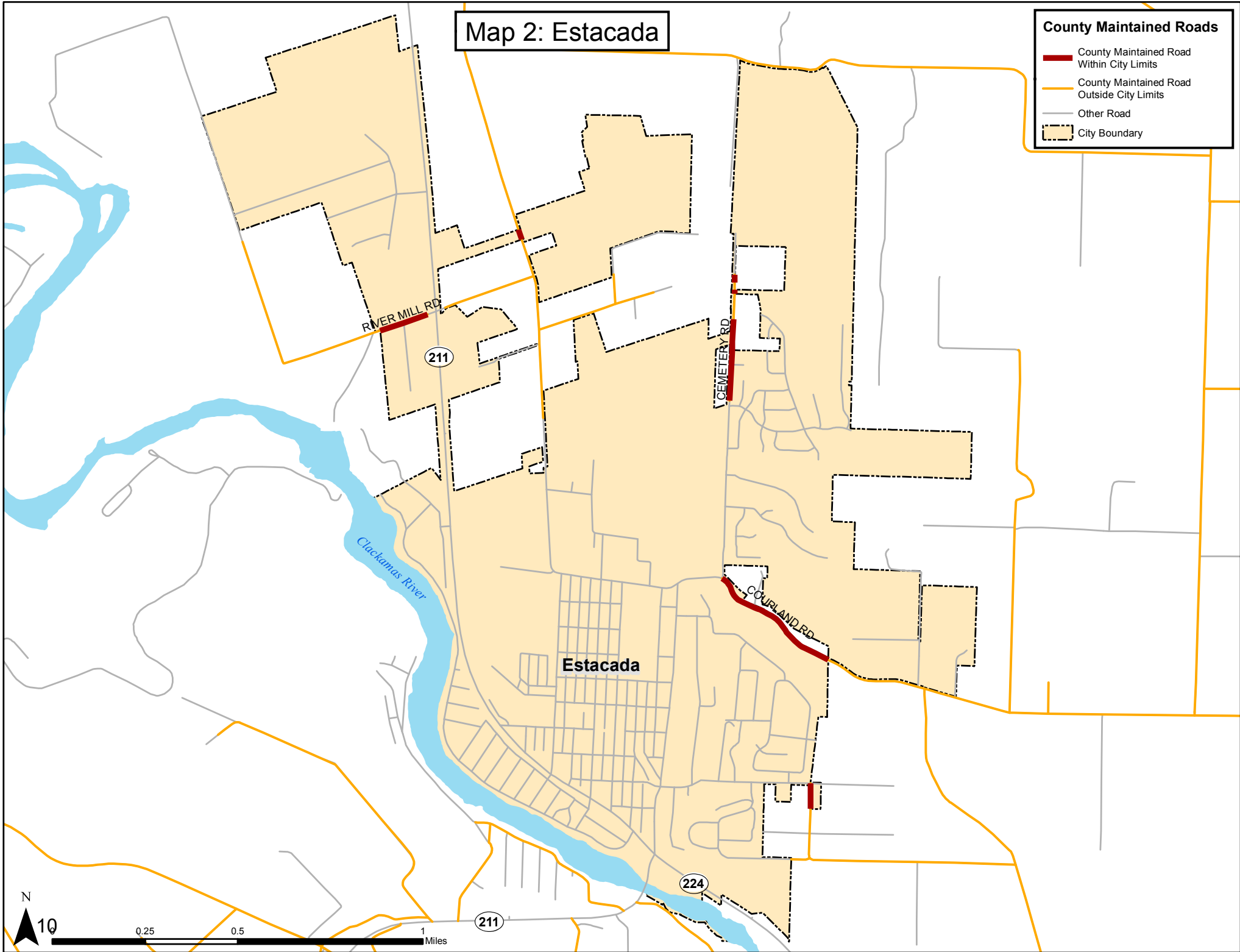
99E

9

Map 2: Estacada

County Maintained Roads

- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



10

0.25

0.5

1

Miles

211

224

RIVER MILL RD

211

CEMETERY RD

COURLAND RD

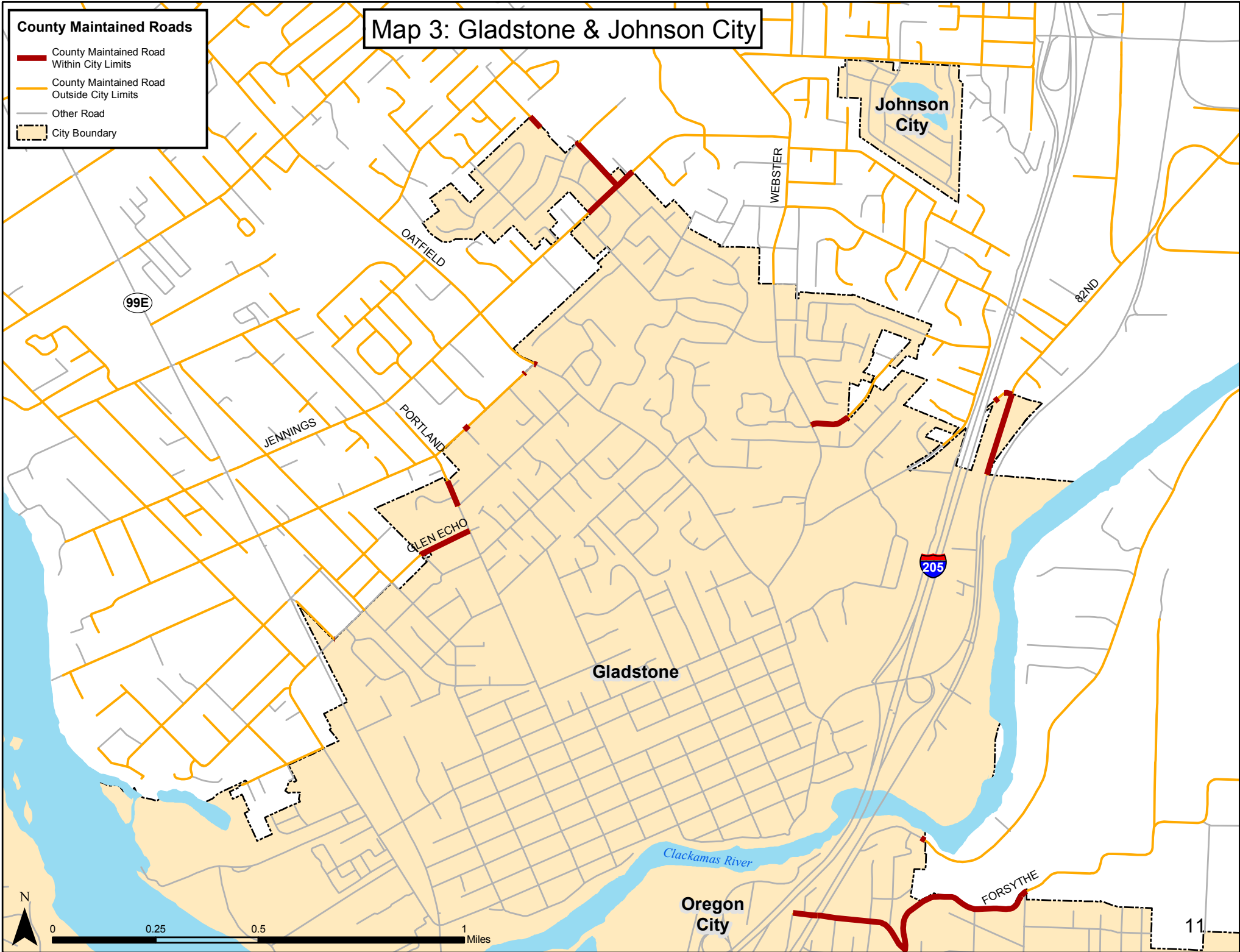
Estacada

Clackamas River

Map 3: Gladstone & Johnson City

County Maintained Roads

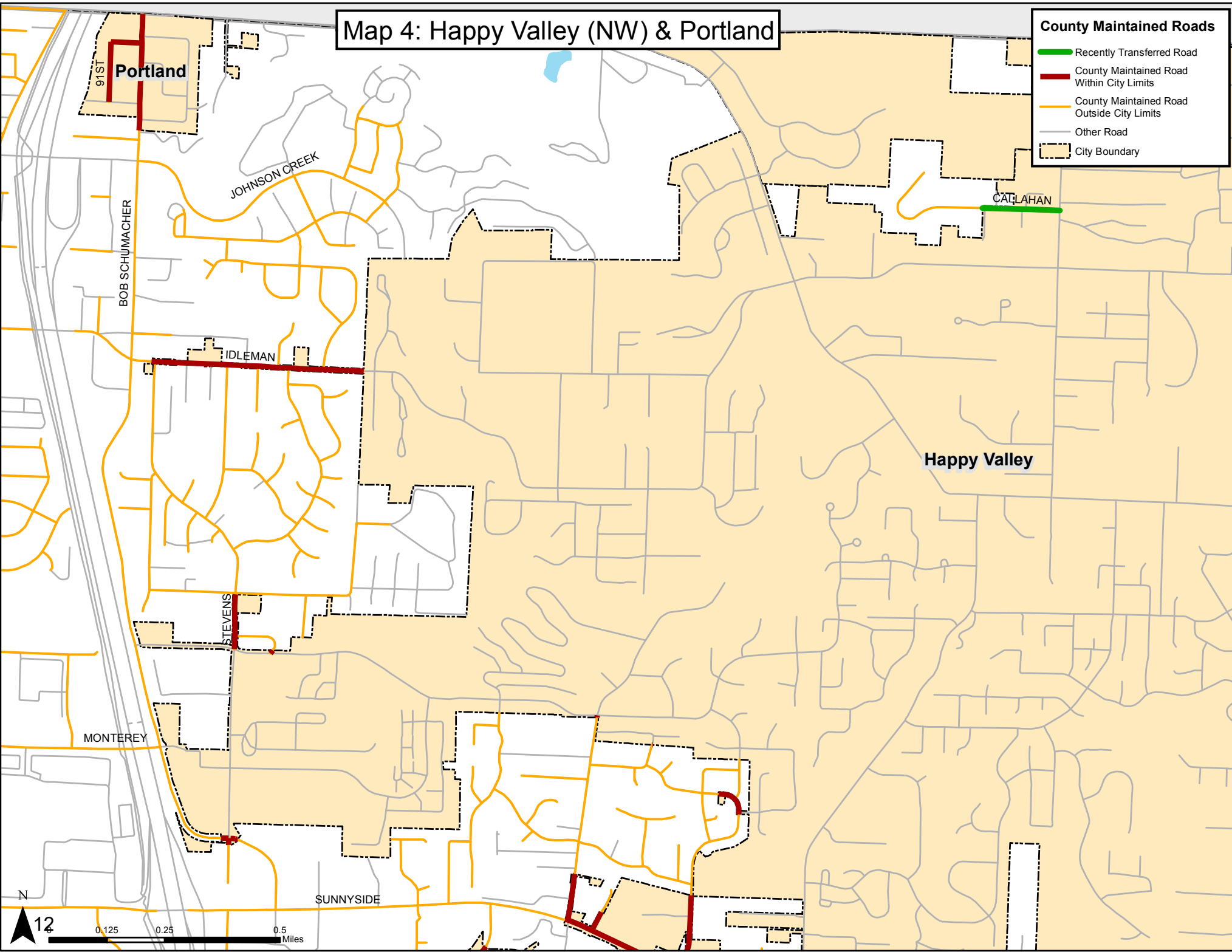
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



Map 4: Happy Valley (NW) & Portland

County Maintained Roads

- Recently Transferred Road
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



Portland

JOHNSON CREEK

BOB SCHUMACHER

IDLEMAN

STEVENS

MONTEREY

SUNNYSIDE

CALLAHAN

Happy Valley

N

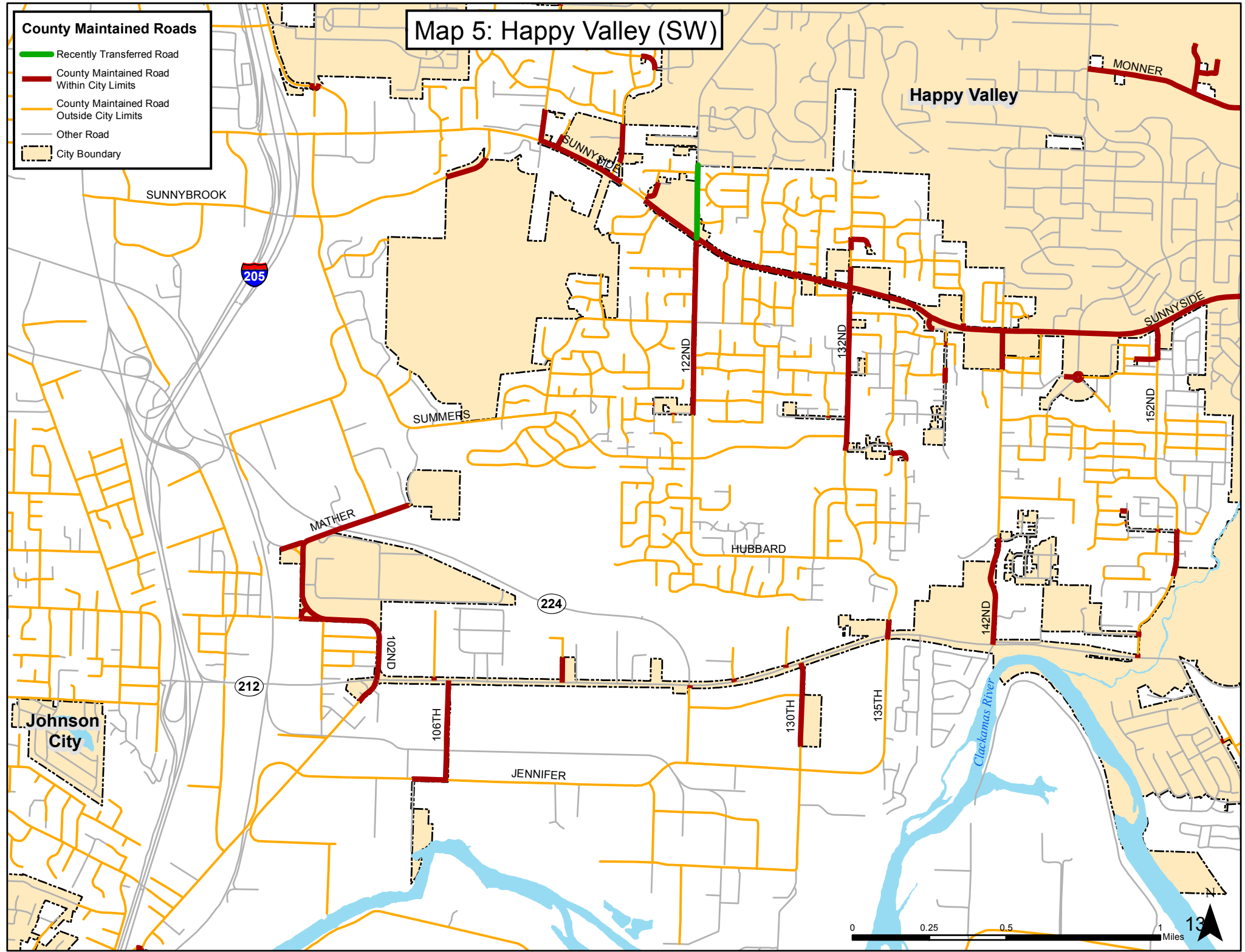
12

0.125 0.25 0.5 Miles

Map 5: Happy Valley (SW)

County Maintained Roads

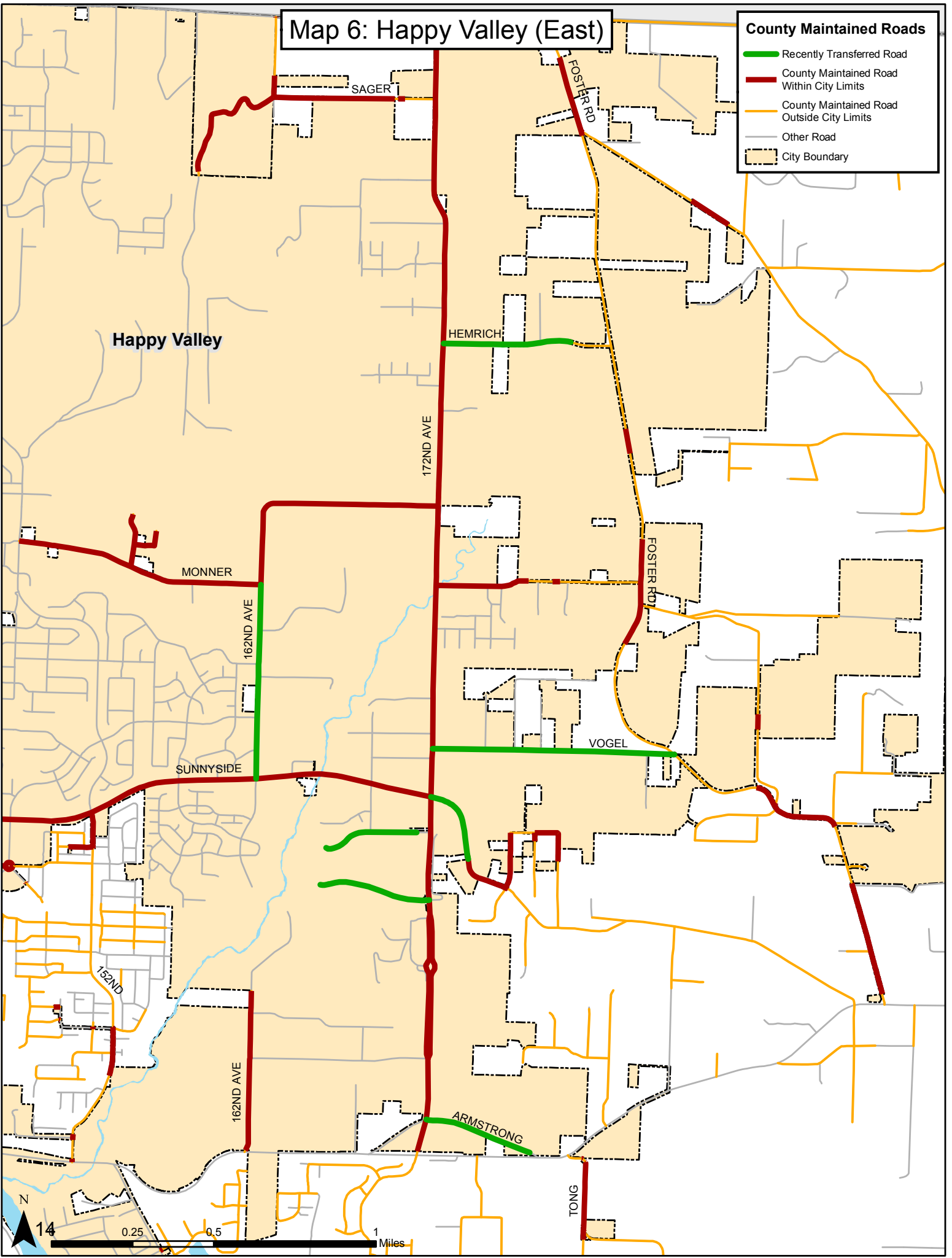
- Recently Transferred Road
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



Map 6: Happy Valley (East)

County Maintained Roads

- Recently Transferred Road
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



Happy Valley

SAGER

FOSTER RD

HEMRICH

172ND AVE

MONNER

162ND AVE

FOSTER RD

SUNNYSIDE

VOGEL

152ND

162ND AVE

ARMSTRONG

TONG



Map 7: Lake Oswego (West)

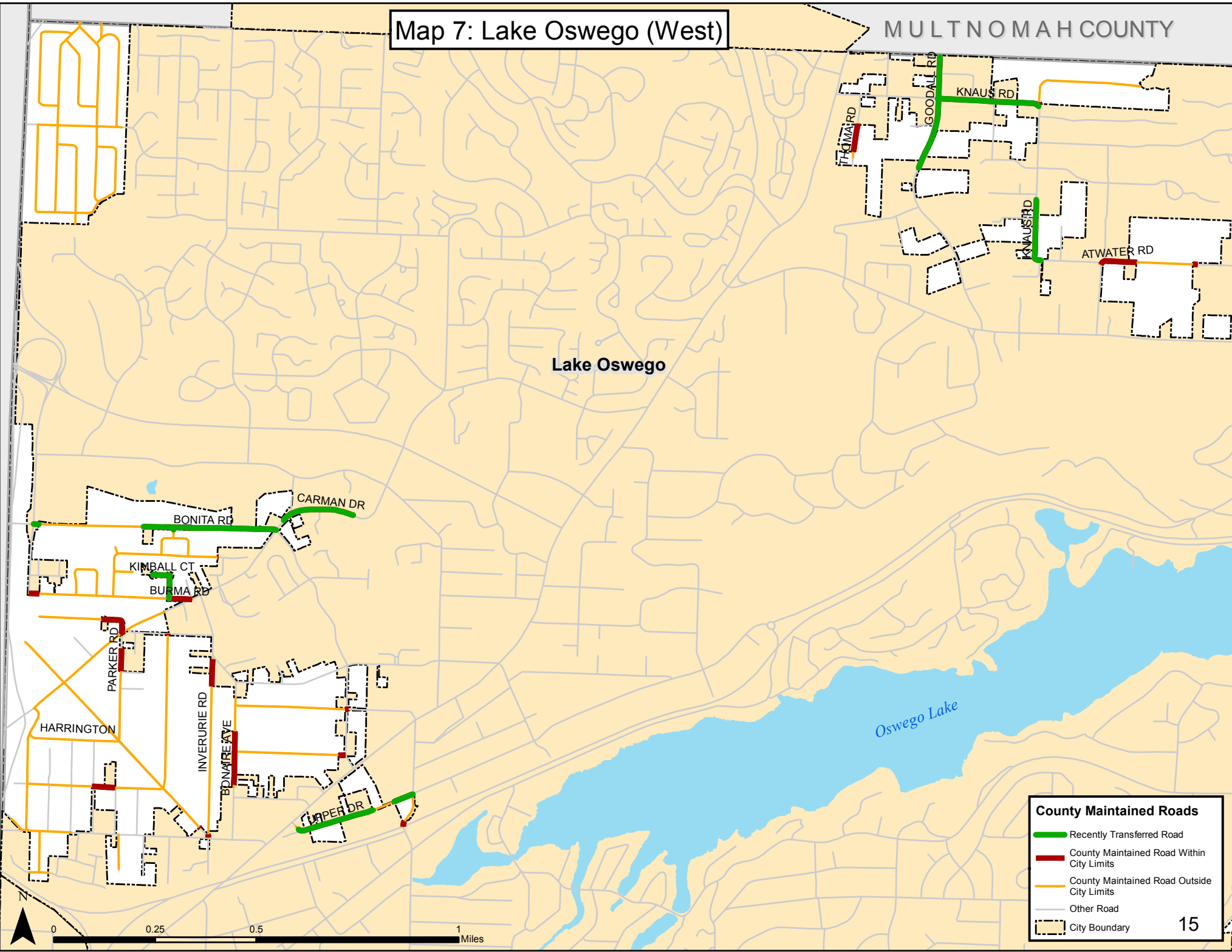
MULTNOMAH COUNTY

Lake Oswego

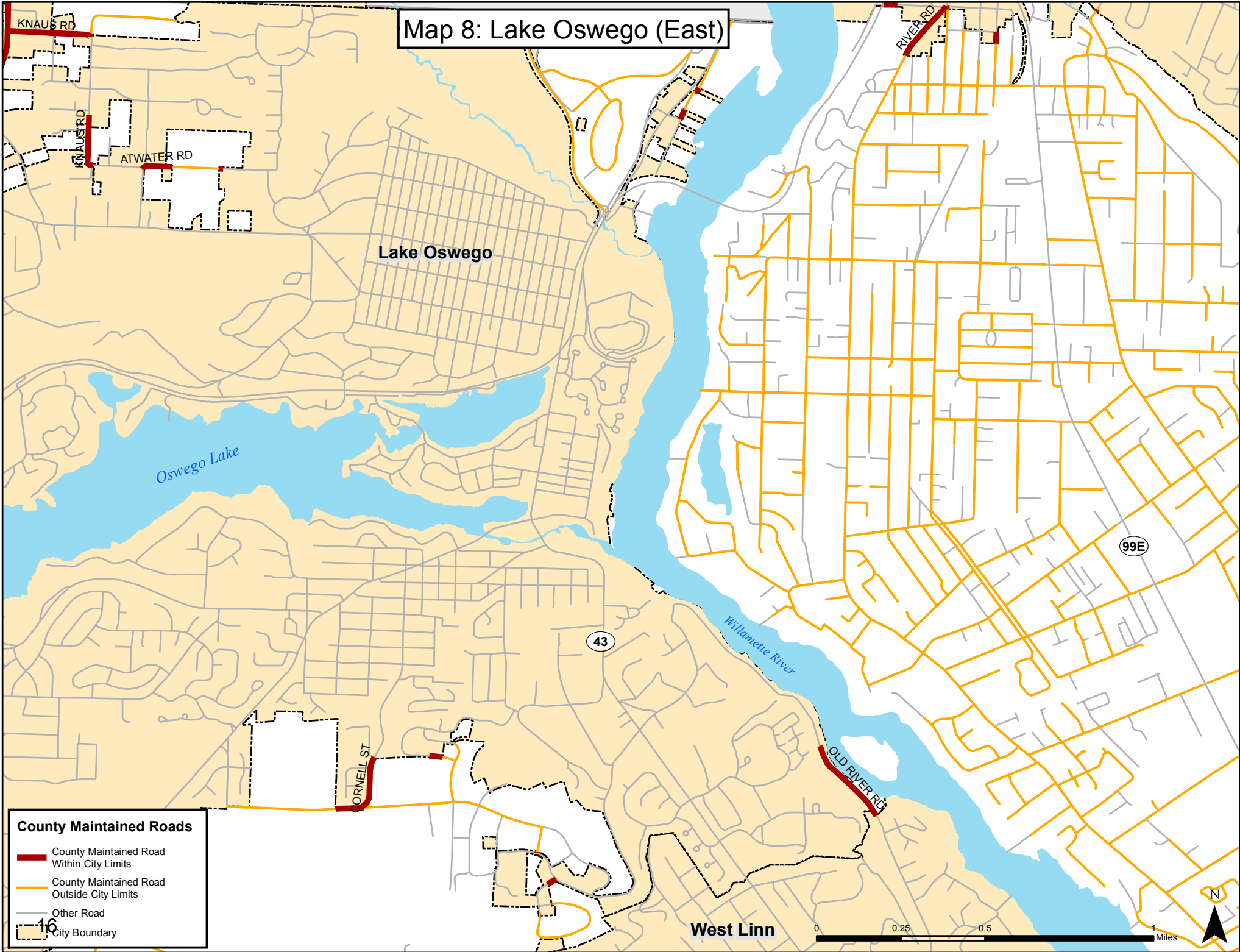
Oswego Lake

County Maintained Roads

- Recently Transferred Road
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



Map 8: Lake Oswego (East)



County Maintained Roads

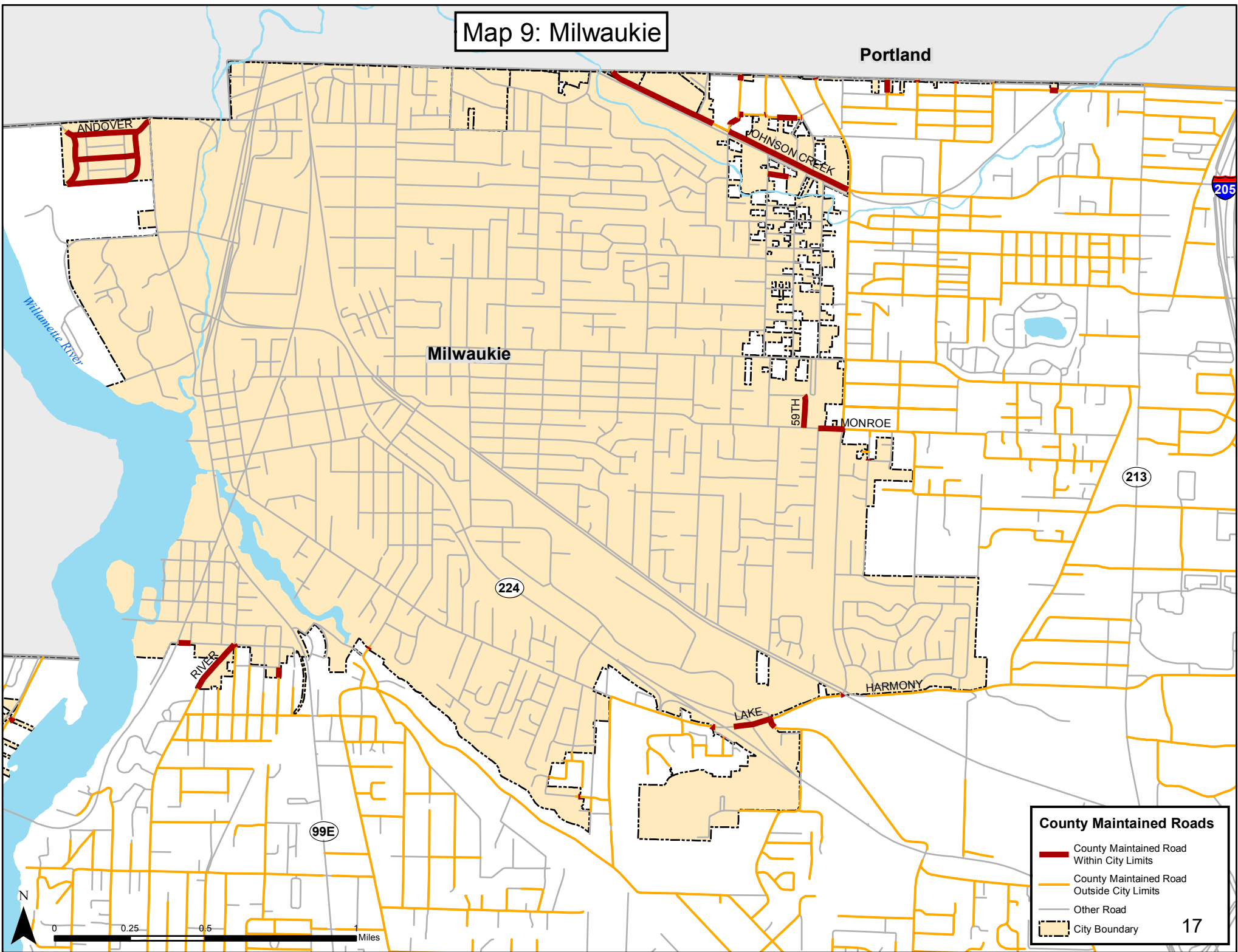
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary

West Linn

0 0.25 0.5 1 Miles

Map 9: Milwaukie

Portland



County Maintained Roads

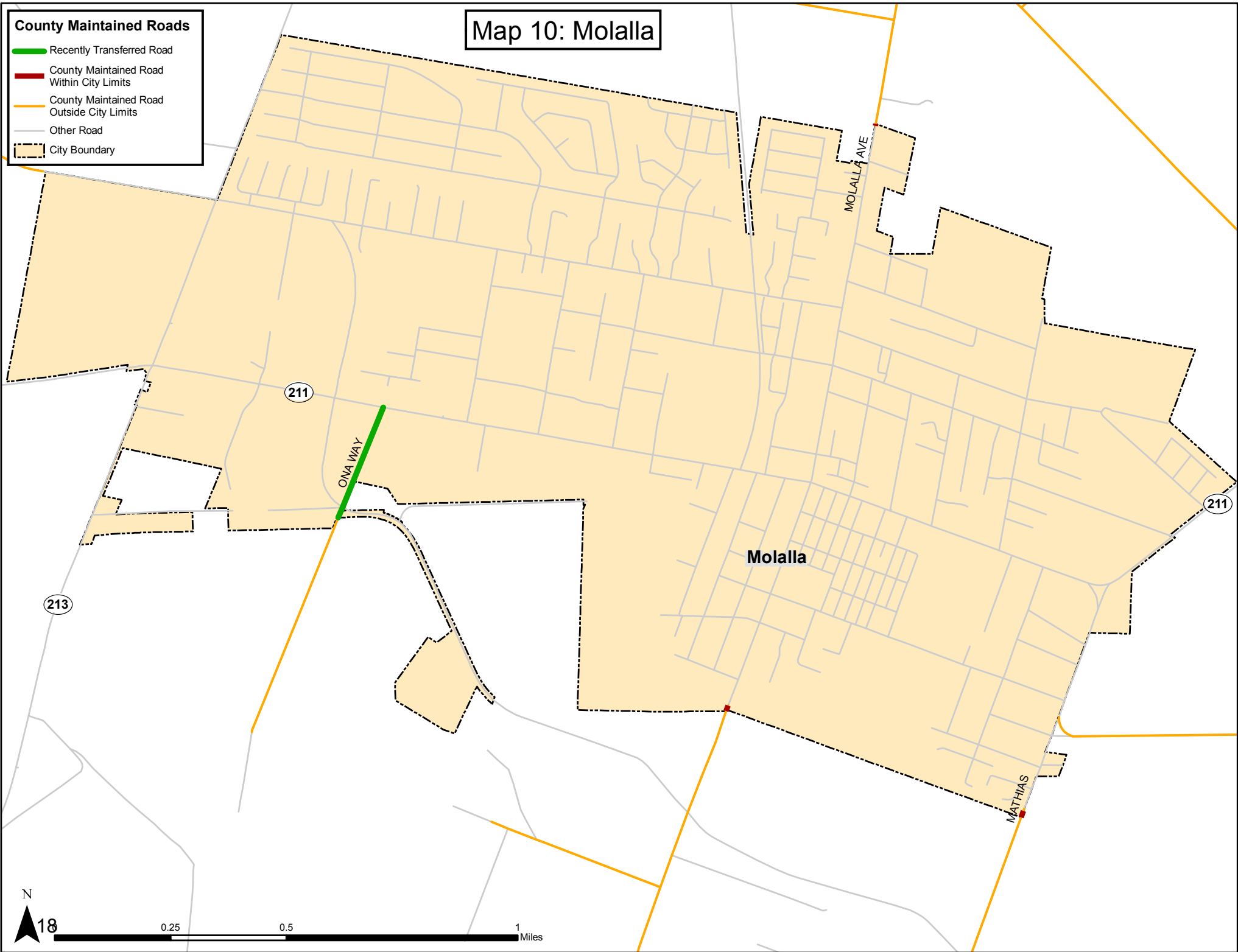
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary

17

Map 10: Molalla

County Maintained Roads

- Recently Transferred Road
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



211

ONA WAY

MOLALLA AVE

Molalla

211

213

MATHIAS

N

18

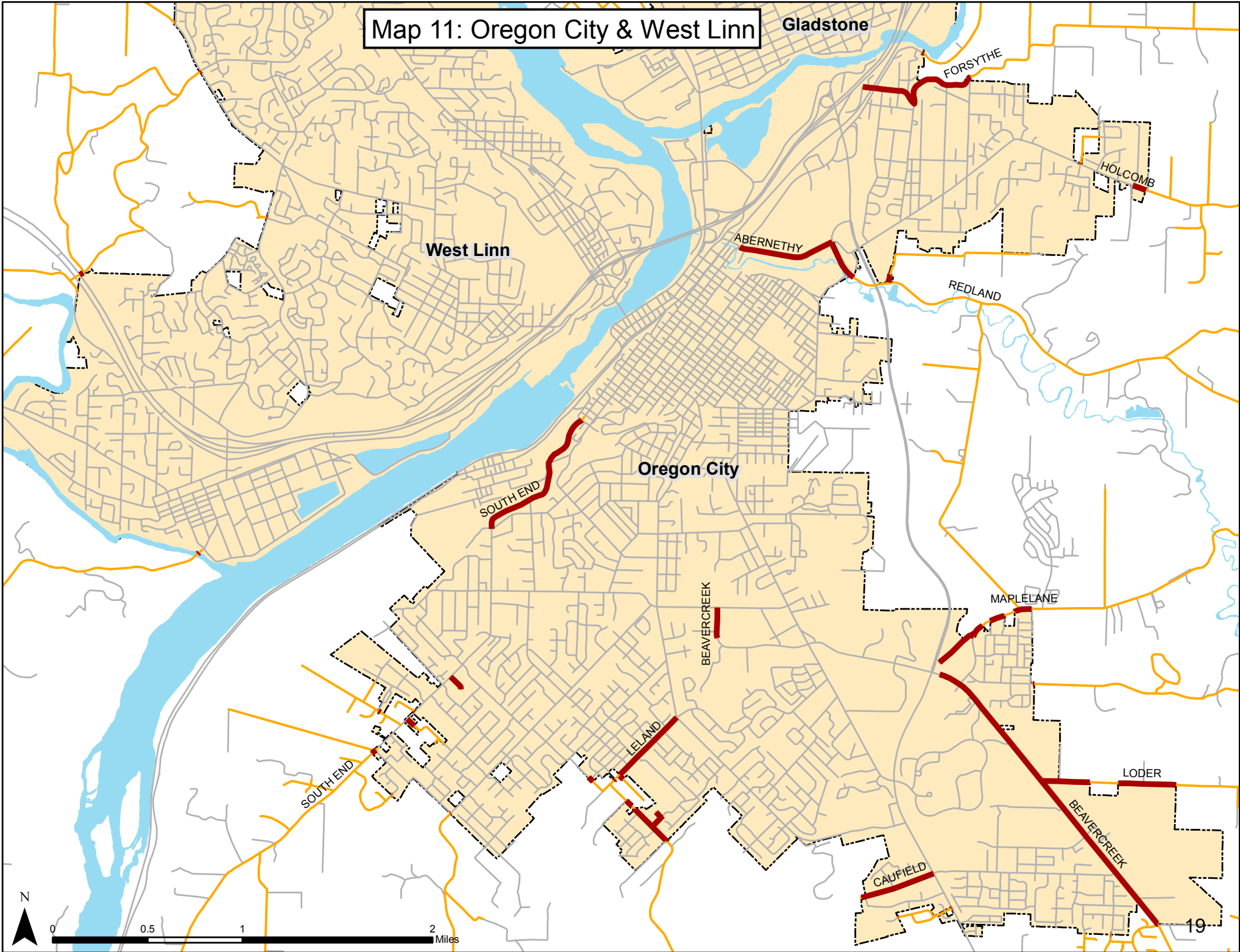
0.25

0.5

1

Miles

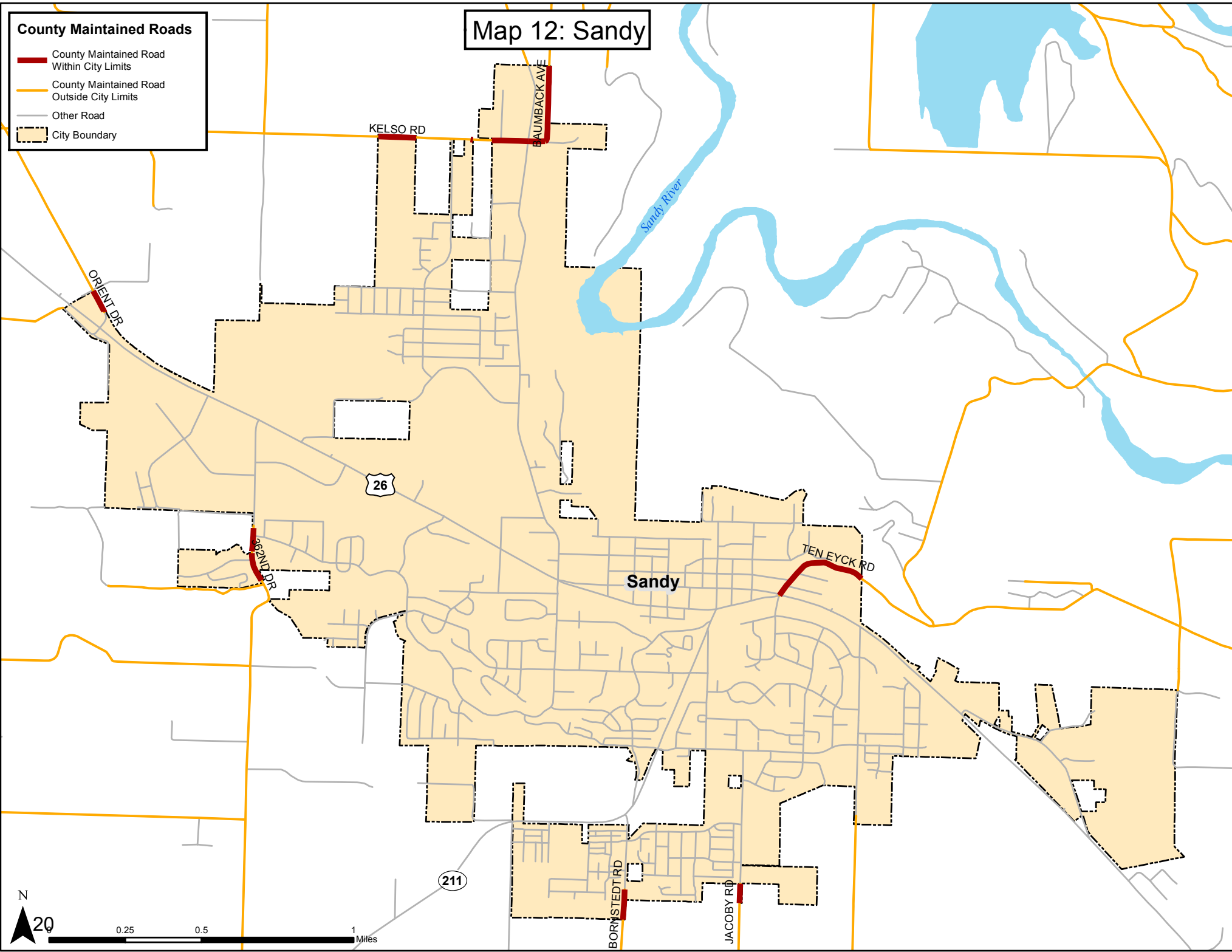
Map 11: Oregon City & West Linn



Map 12: Sandy

County Maintained Roads

- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



KELSO RD

BAUMBACK AVE

ORIENT DR

26

SANDY DR

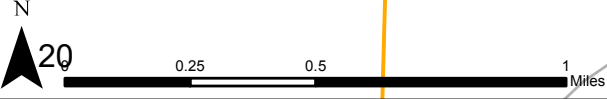
Sandy

TEN EYCK RD

211

BORNSTEDT RD

JACOBY RD



Map 13: Rivergrove, Tualatin, & Lake Oswego (SW)

Tualatin

WASHINGTON
COUNTY

Oswego Canal

Lake Oswego

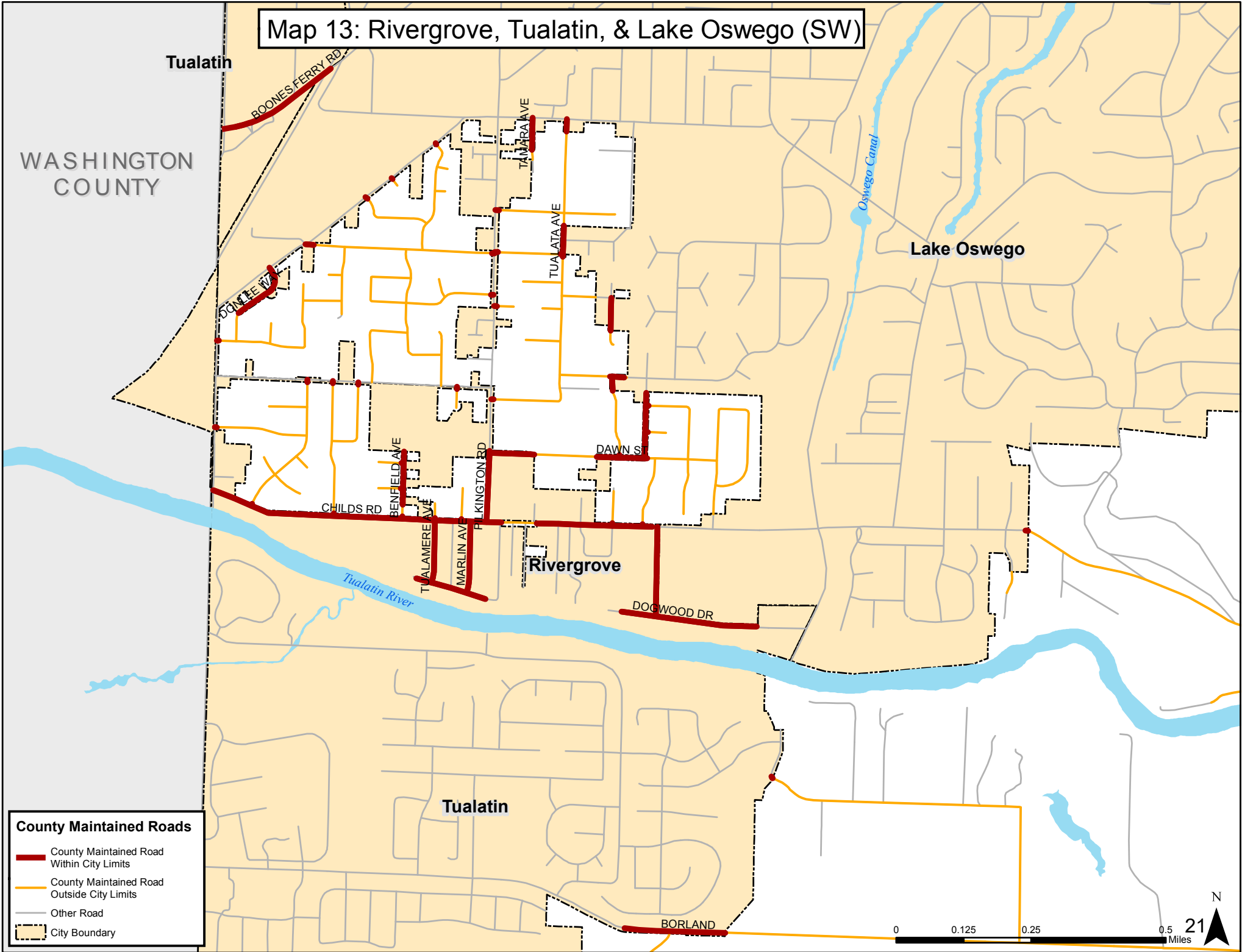
Rivergrove

Tualatin River

Tualatin

County Maintained Roads

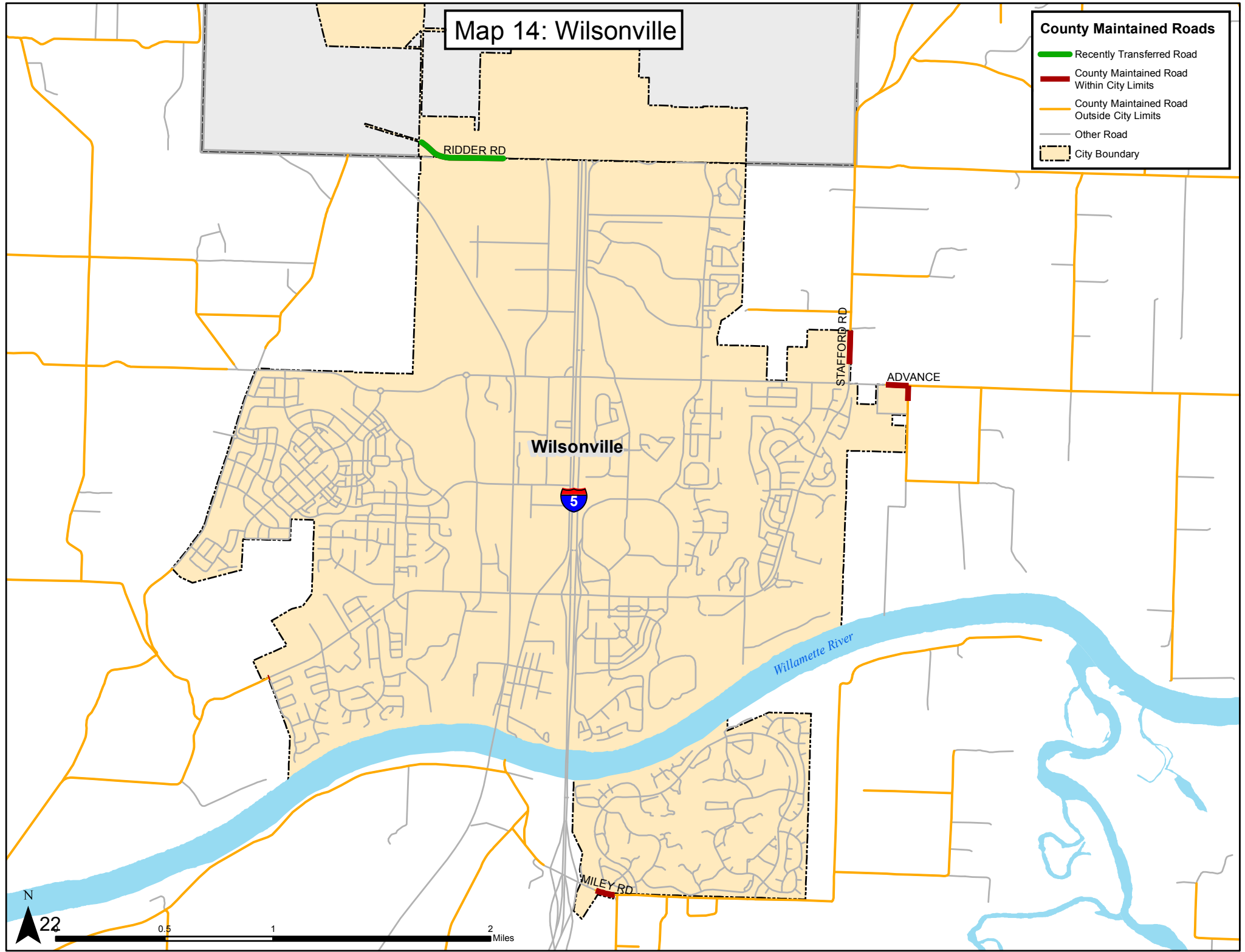
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



Map 14: Wilsonville

County Maintained Roads

- Recently Transferred Road
- County Maintained Road Within City Limits
- County Maintained Road Outside City Limits
- Other Road
- City Boundary



RIDDER RD

STAFFORD RD

ADVANCE

Wilsonville



Willamette River

MILEY RD



SUNRISE GATEWAY CORRIDOR / HWY 212

A transformative community investment to implement the Metro 2040 Growth Concept

Contact information

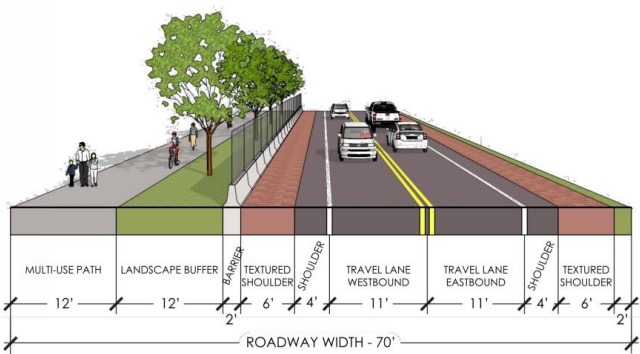
Jamie Stasny, Regional Transportation and Land Use Policy Coordinator
 jstasny@clackamas.us
 503-742-4339

Metro T2020 desired outcomes

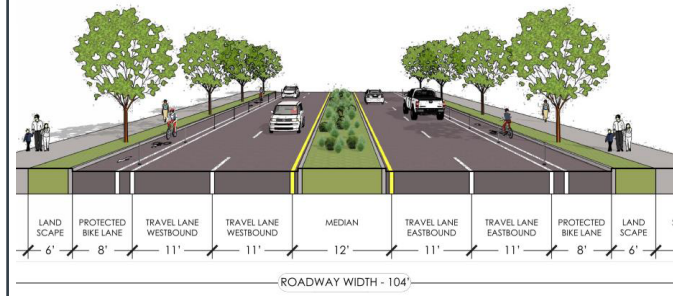
Clackamas County, ODOT, and the City of Happy Valley have worked together to develop the Sunrise Gateway Corridor package to address the evolving economic, housing, safety, alternative modal and operational needs and to ensure the corridor provides the desired T2020 outcomes.

- ✓ Improves safety
- ✓ Prioritizes support for communities of color
- ✓ Reduces congestion
- ✓ Increases access, especially for people of color
- ✓ Supports resiliency
- ✓ Supports economic growth and system connectivity
- ✓ Protects clean air and reduces carbon emissions
- ✓ Is regional in nature
- ✓ Leverages housing, open space investments

Sunrise Gateway Corridor performance-based design cross sections



Highway 212 transforms into an Urban Arterial – Complete Street



Critical for current residents and the future of our region

The 13,400 residents in the Sunrise Gateway Corridor are underserved and need safe connections and multi-modal options.

Improves Safety: With 42,900 average daily trips, Highway 212 has segments in the top 10% of ODOT's safety priority ranking system. The Sunrise Gateway Corridor improvements will increase the safety of these high crash intersections.

Creates multi-use connections: Unique opportunity to establish a world-class on- and off-road trail system

- Support the regional Mt. Scott/Scouters Mt. Trail Loop Master Plan that would connect the Springwater Corridor to the Clackamas River and Industrial Area (162 miles of proposed new trails within 5 miles of the Sunrise Gateway Corridor)
- Protected multi-use path from the Clackamas Town Center to 172nd Avenue

Supports Housing Affordability: Happy Valley is taking steps to create access to housing in a broad range of income levels:

- New urban renewal district will dedicate 7% for affordable housing projects.
- Missing middle housing, including multi-family, attached single-family and cottage clusters, are encouraged through zoning designations and incentives.

Opens Access to New Jobs and Housing: By 2040, this corridor is projected to have over 14,000 new jobs and 14,000 additional housing units (approximately an additional 43,000 people).

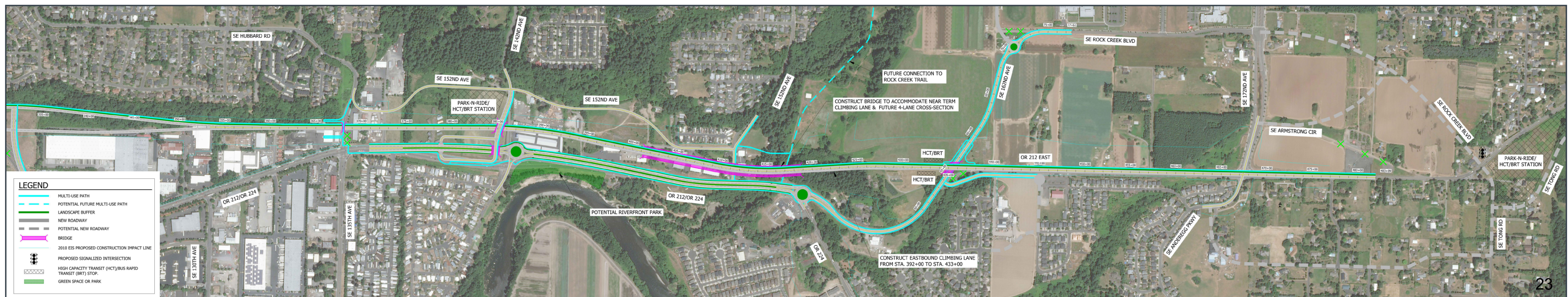
Provides a parkway: This project will create new connections and transform Hwy 212 from a dangerous state highway into a safer corridor that connects people to jobs and accommodates additional housing. The improvements will create a complete transportation network with new multi-modal connections, safety and access improvements.

- Two-lane parkway (40-45 mph) with a separated multi-use path
- Multi-modal options
 - Current residents will have alternative modal options to access their public schools, regional parks, public transit, employment, etc. without driving
 - Transition existing Hwy 212/224 to an Urban Arterial - Complete Street with improved bike/pedestrian facilities

Clackamas to Columbia (C2C): The Sunrise Gateway and C2C provide the necessary multi-modal corridors to service the undeveloped southeast area of the Metro UGB.

Supports Metro's 2040 Growth Concept: Happy Valley cannot implement the growth concept without having the transportation infrastructure to address the existing mobility barriers in this corridor.

Climate Smart Project: The proposed Sunrise/212 Concept will reduce greenhouse gasses by .1 ton during the daily 5 to 6 p.m. peak hour. This decrease is attributed to a reduction in congestion and the addition of mode options.



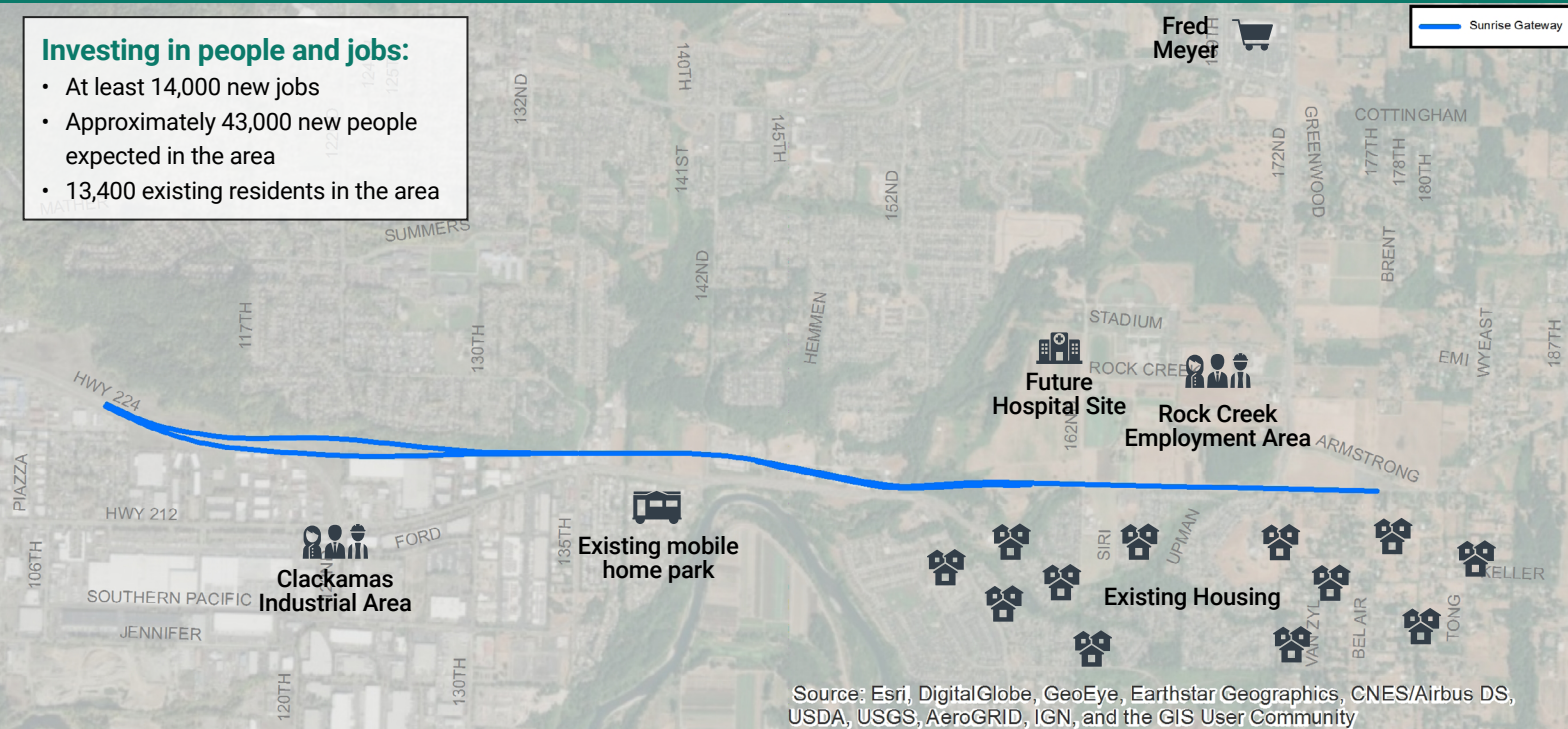


Opening access to jobs and housing

Improvements would support new commercial and employment lands in key growth areas

Investing in people and jobs:

- At least 14,000 new jobs
- Approximately 43,000 new people expected in the area
- 13,400 existing residents in the area



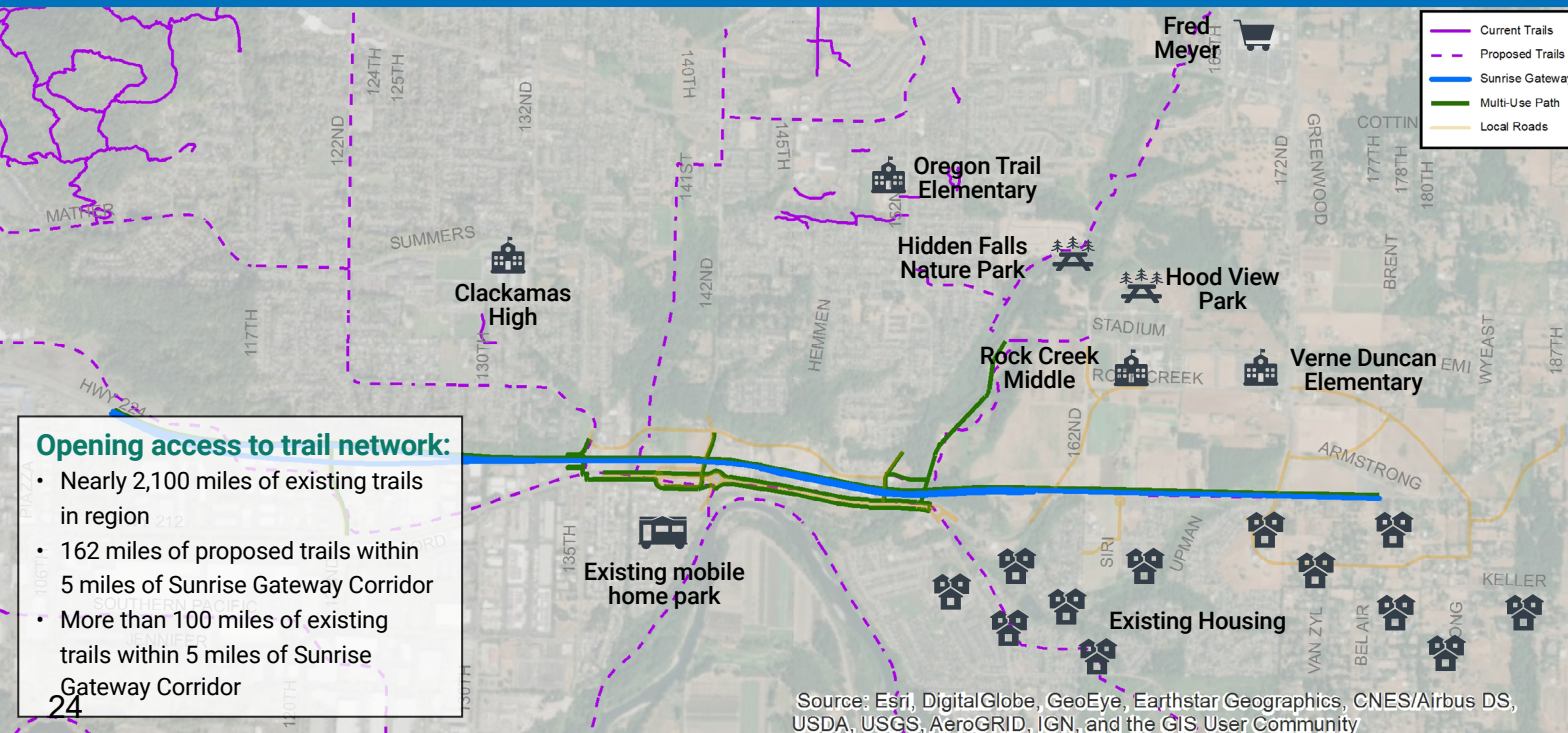
Transforming local streets and transit

Providing safe pathways for trips from neighborhoods to schools, parks, recreation and retail



Extending trail miles in the Metro area

Connecting Mt. Scott/Scouters Mt. Trail Loop Master Plan to the Clackamas Town Center



Opening access to trail network:

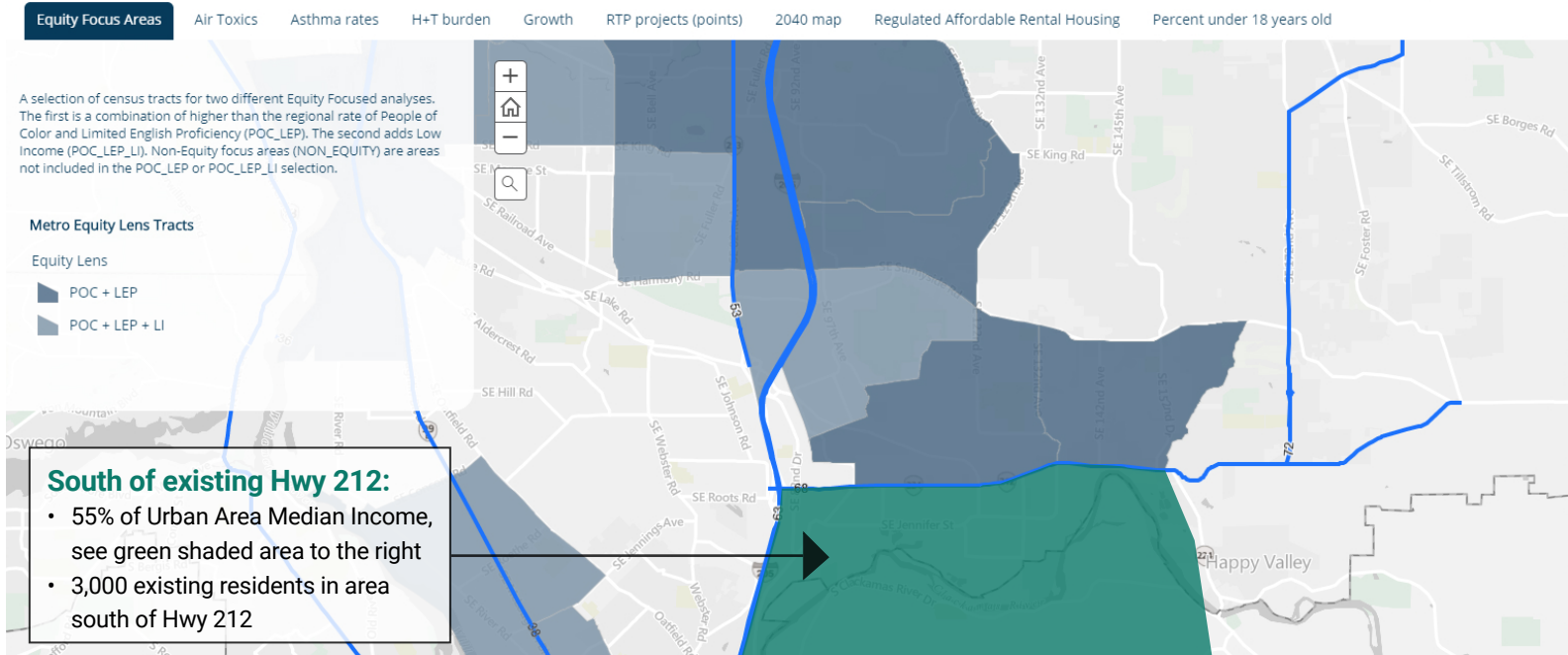
- Nearly 2,100 miles of existing trails in region
- 162 miles of proposed trails within 5 miles of Sunrise Gateway Corridor
- More than 100 miles of existing trails within 5 miles of Sunrise Gateway Corridor



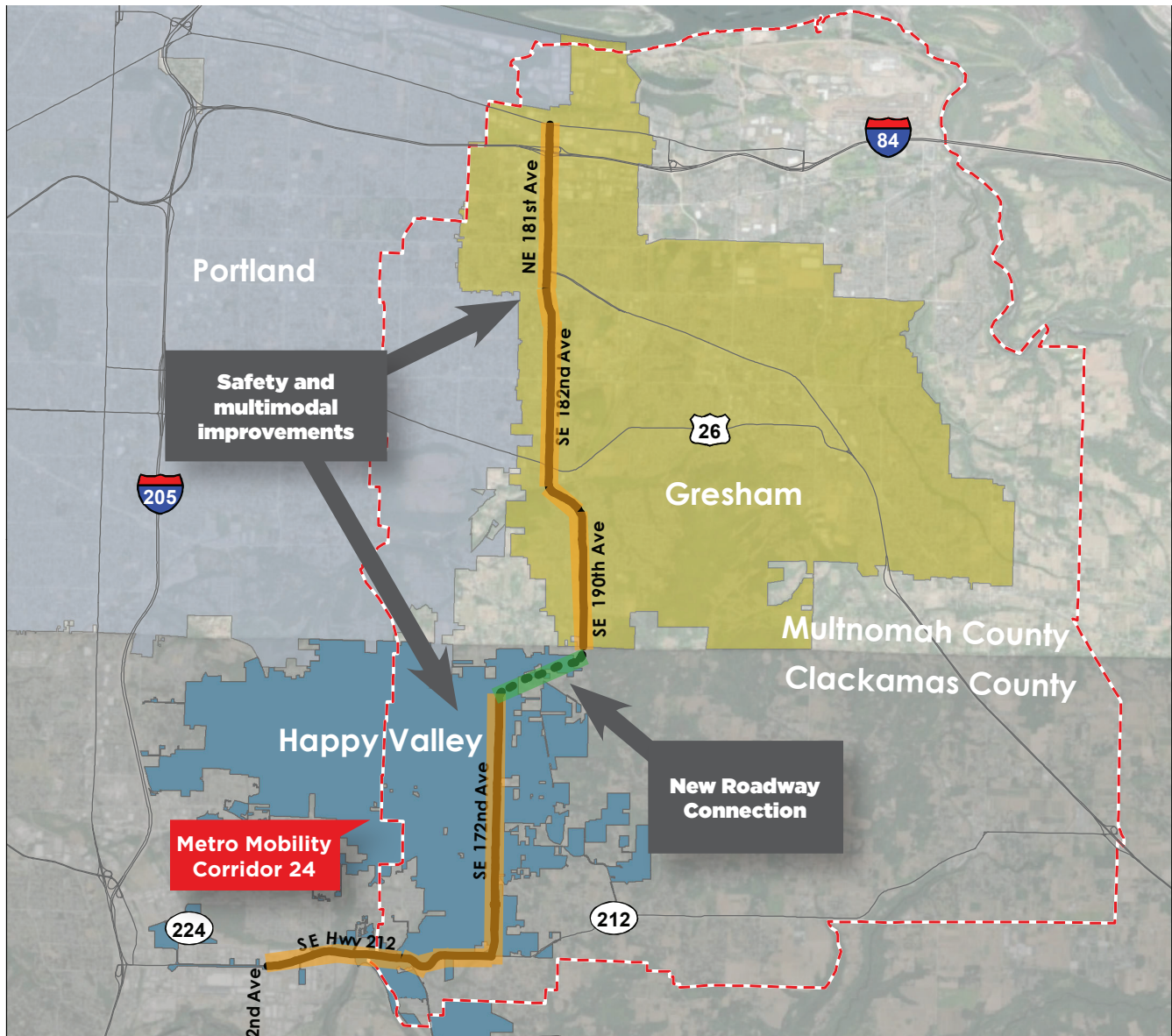
Increasing connections and access for communities with diverse populations and lower than regional average incomes

Regional Investment Strategy map resources

Designed in Oregon by Metro



EFFICIENT NORTH-SOUTH TRAVEL: A CRITICAL NEED FOR A GROWING REGION



The Clackamas to Columbia (C2C) Corridor

The C2C Corridor is the only major north-south through route east of I-205. It is a vital link between major employment centers at its north and south ends and residential areas in between. Though used heavily as a through route, it is not continuous. Improving this route will yield **immediate, noticeable benefits** for people traveling by all modes through some of the Metro area's fastest growing communities and some of its most underserved neighborhoods. The C2C Corridor is recognized within Metro Mobility Corridor 24 in the 2018 Regional Transportation Plan.

Supporting local priorities.

Improvements to the C2C Corridor **will leverage current planning efforts in the area**, including the Pleasant Valley TSP Refinement Study, Happy Valley TSP, Pleasant Valley/North Carver Plan, and Damascus Mobility Plan.

Safety.

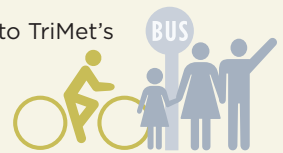
- A continuous north-south route with equally continuous sidewalks and bike lanes will promote **safer movement for all modes**.
- It will **reduce congestion and consequently crashes** in the Sunrise Corridor, along Jenne Rd and on facilities identified on the region's top 10% Safety Priority Index System project list, including 162nd Ave, 174th Ave, Foster Rd, and Sunnyside Rd.
- The portion of C2C on SE/NE 181st Ave between NE Sandy Blvd and SE Yamhill St has the **8th highest rate of serious crashes** in Metro's planning area.

Reducing congestion.

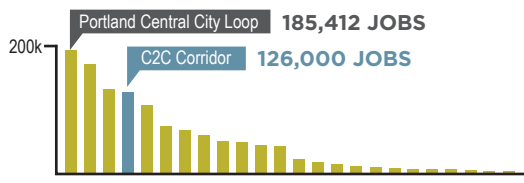
- **Without this improvement, there is no continuous north/south corridor east of I-205** for commuters and freight to easily access I-84, the Columbia Industrial Corridor, or the OR 212/Sunnyside Corridor.
- **A continuous C2C Corridor could accommodate north-south transit service** along its entire alignment (service currently stops in Gresham, but there's a service gap between Gresham and Sunnyside Rd in Happy Valley).
- **Improving the C2C Corridor will also reduce congestion** on the Sunrise Corridor, Foster Road and Jenne Road, increasing the effectiveness of improvement projects along those corridors.

Fostering a clean, multimodal future.

- **Walking and transit:** A continuous north/south route between the Clackamas and Columbia Rivers will benefit both walking and transit.
- **Supporting technological innovation:** This improvement project will further enable and add value to TriMet's rollout of next-generation transit signal priority operations at signalized intersections.
- **Connecting the bike network:** Without this improvement there is no north/south bike route south of Powell between I-205 and the Springwater Corridor—a critical missing link in the bike network for recreational cyclists and commuters.



Metro Mobility Corridor Jobs



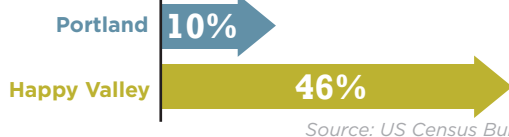
Economic Impacts.

- **Better access** between developable residential, commercial, and industrial properties
- **High visibility and impact:** the C2C Corridor has the fourth highest jobs number of Metro's 24 mobility corridors.
- **Area jobs are expected to more than double in the next 20 years**, according to Metro's 2040 Distributed Forecast.

C2C is a diverse corridor.

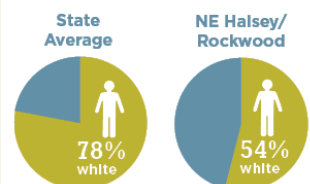
- The C2C will benefit residents in Rockwood with an **average household income that ranks in the bottom 10 of all Metro's identified mobility corridors**
- Over 60 languages are spoken in Rockwood.
- Happy Valley is **the fastest growing city** in Oregon.

Average annual population growth since 2010

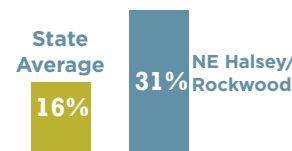


84% Happy Valley's **projected growth between now and 2040**, per Metro forecast

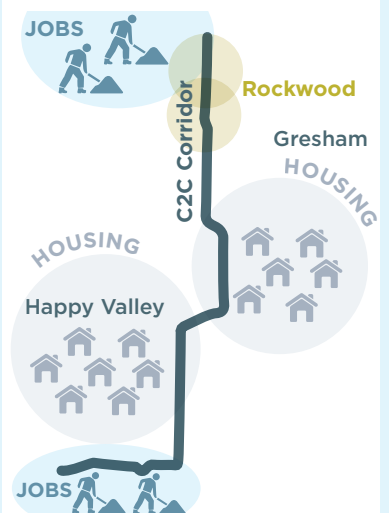
Population Diversity



Poverty Rate



C2C Connects...

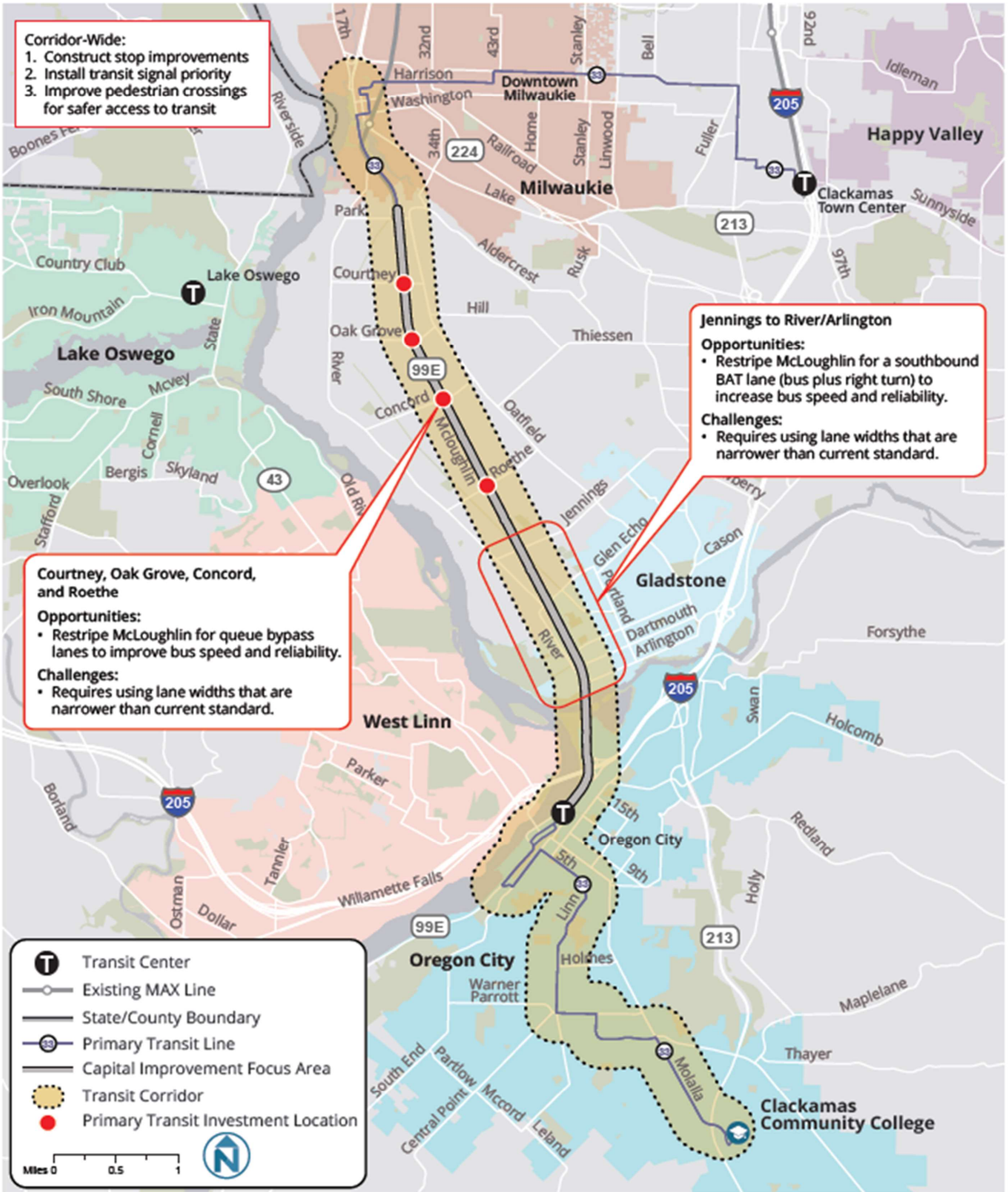


DRAFT

MCLOUGHLIN BLVD. TRANSIT CORRIDOR



Downtown Milwaukie to Oregon City and Clackamas Community College



Information provided by Metro Regional ETC Program

T2020 Corridor: McLoughlin/OR99E

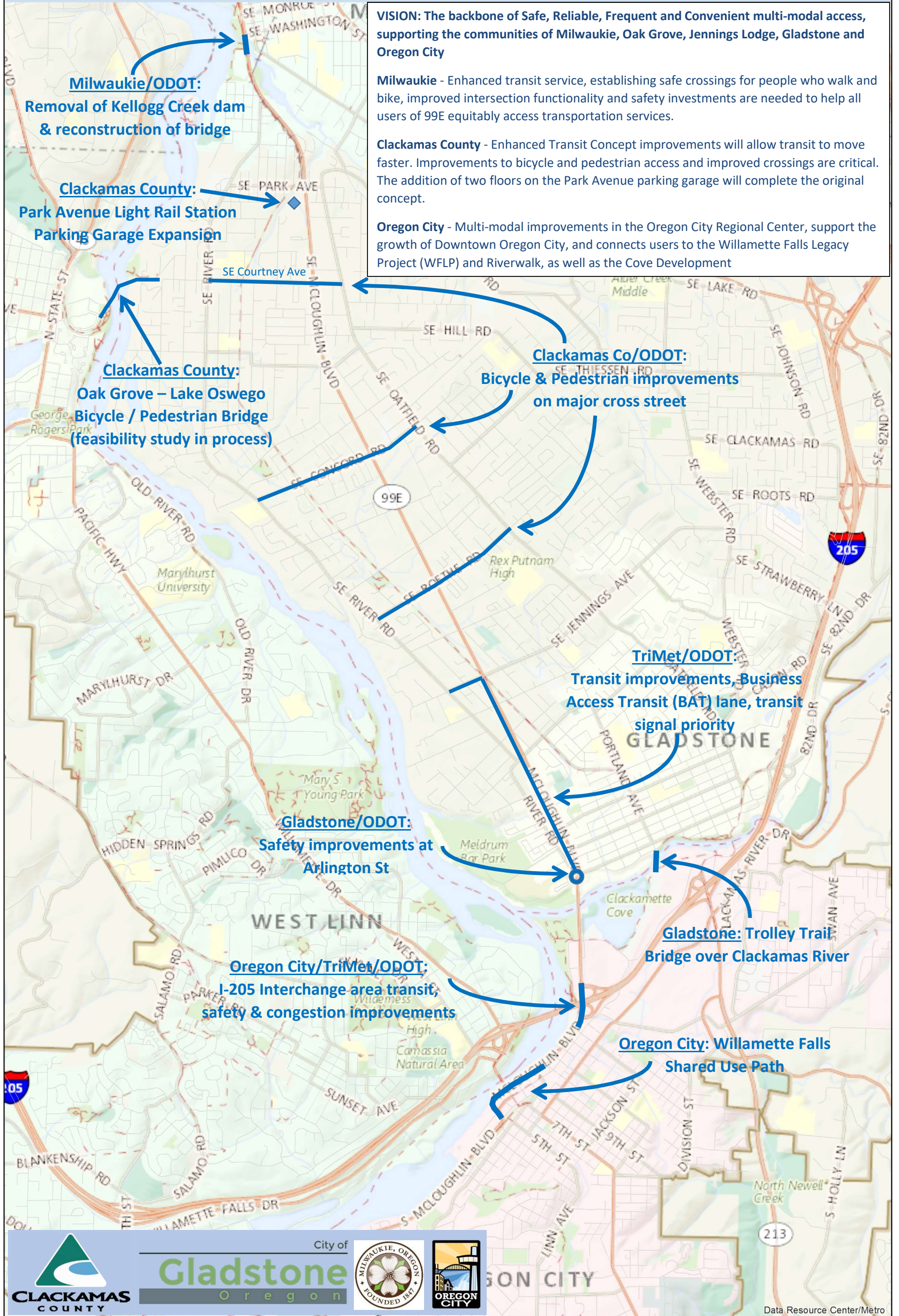
Local Projects needed in Corridor

VISION: The backbone of Safe, Reliable, Frequent and Convenient multi-modal access, supporting the communities of Milwaukie, Oak Grove, Jennings Lodge, Gladstone and Oregon City

Milwaukie - Enhanced transit service, establishing safe crossings for people who walk and bike, improved intersection functionality and safety investments are needed to help all users of 99E equitably access transportation services.

Clackamas County - Enhanced Transit Concept improvements will allow transit to move faster. Improvements to bicycle and pedestrian access and improved crossings are critical. The addition of two floors on the Park Avenue parking garage will complete the original concept.

Oregon City - Multi-modal improvements in the Oregon City Regional Center, support the growth of Downtown Oregon City, and connects users to the Willamette Falls Legacy Project (WFLP) and Riverwalk, as well as the Cove Development



OAK GROVE-LAKE OSWEGO (OGLO) PEDESTRIAN/BICYCLE BRIDGE FEASIBILITY STUDY

August 2019



Clackamas County is leading a Metro-funded study with the City of Lake Oswego, the City of Milwaukie, Metro and the North Clackamas Parks & Recreation District to determine the feasibility of a pedestrian/bicycle bridge across the Willamette River between Oak Grove and Lake Oswego.

Study Purpose

To determine the feasibility of a new pedestrian/bicycle bridge across the Willamette River between Oak Grove and Lake Oswego. While there has been a lot of interest in such a bridge over the years, questions remain regarding its feasibility:

- Are bridge “landing locations” available on publicly-owned property on both sides of the river?
- Would it be possible to connect a new bridge to other pedestrian/bicycle trails without interfering with existing land uses, e.g., residential or commercial property?
- How much would it cost to construct such a bridge and which jurisdiction(s) would pay for it?
- What steps would have to be taken to build a bridge at that location?
- If a bridge were built, which jurisdiction(s) would own and maintain it?

Existing Railroad Bridge is not an Option

- The bridge owners would not agree to the addition of pedestrian /bicycle facilities.
- Access to the railroad bridge for pedestrians and bicyclists would be very difficult.

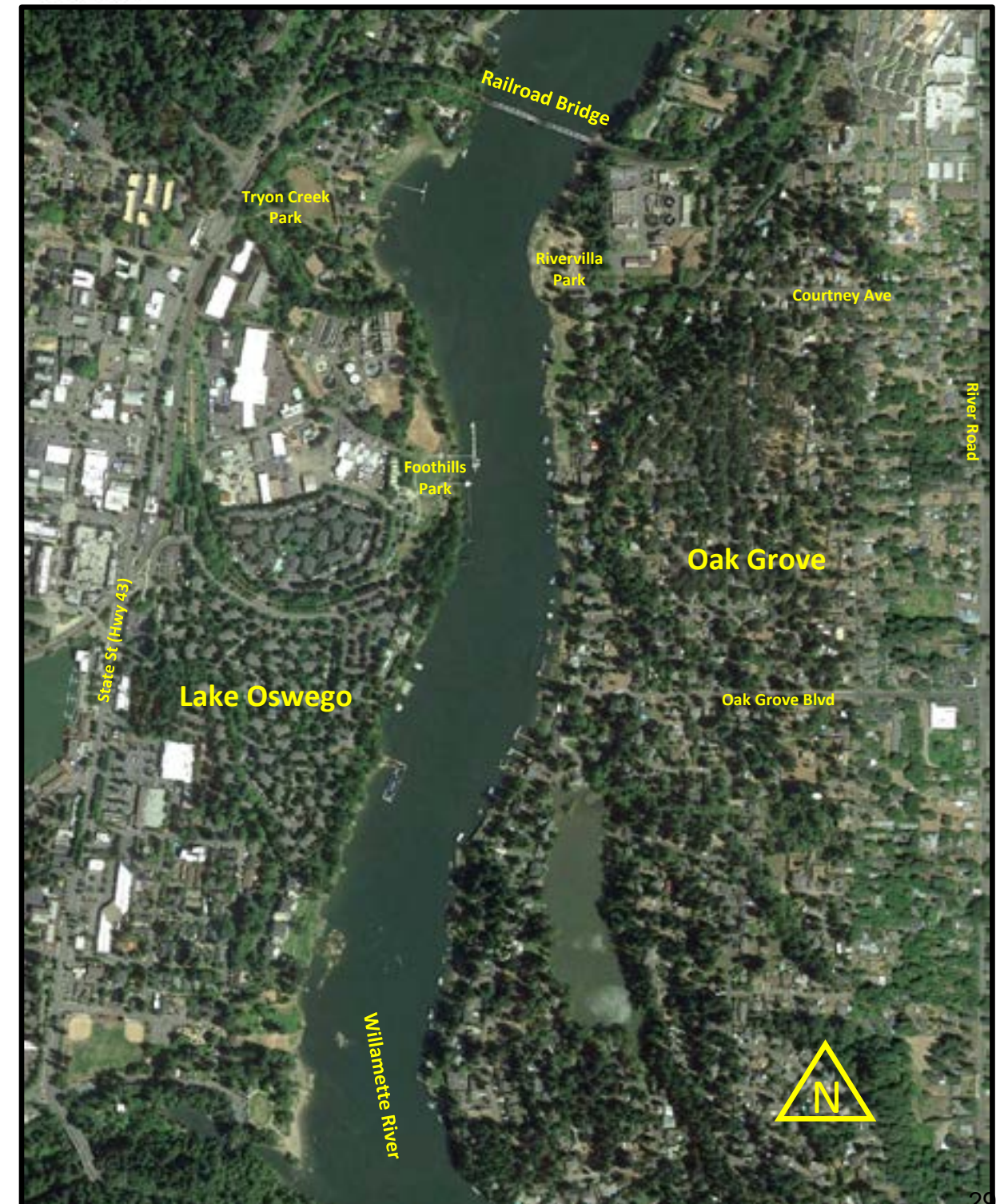
Study Activities

The study is funded by the *Metro Active Transportation Development Fund* and is scheduled to be completed in fall 2019. Three key groups are providing input and guidance on this project – a Community Advisory Committee, a Technical Advisory Committee and a Policy Committee.

To this point, the project has:

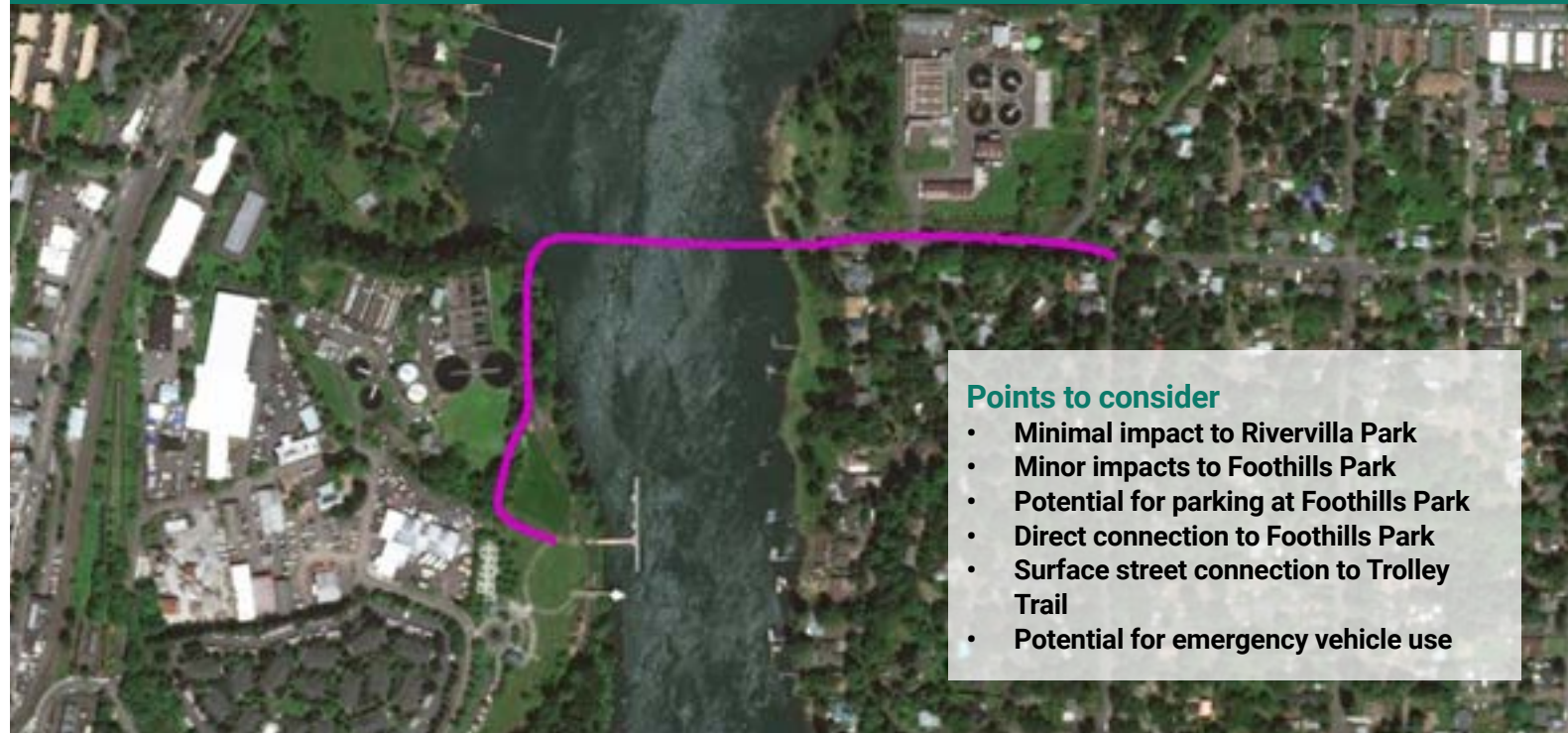
- **Identified and approved evaluation criteria** to use when considering possible landing points for the bridge on both sides of the Willamette River
- **Identified 10 possible bridge alignments to consider, including high level cost estimates:** In July and August, the public and project committees were asked to review and comment about the alternatives, to reduce the number of alignments being considered to three.
- Hundreds of people participated in the open houses, either online or in person. The three alignments that gained the most public support are shown on the back of this page. Those alignments are:
 - **Alignment A:** Between Foothills Park in Lake Oswego and SE Courtney Road in Oak Grove
 - **Alignment B:** Between SW Terwilliger Boulevard in Lake Oswego and SE Courtney Road in Oak Grove
 - **Alignment C:** Between Foothills Park in Lake Oswego and SE Bluff Road in Oak Grove
- **In September:**
 - **The Policy Committee** – made up of one elected official each from Metro, Clackamas County, Lake Oswego and Milwaukie – will review input and recommendations from the public, the CAC and the TAC; and reach consensus on the top three alignments and whether the study should move to the next phase.
 - **The Community Advisory Committee** will meet to complete their work on this phase
 - **A public meeting** will be held to share the recommendations and answer questions.

OGLO Bridge Study Area



Alignment A:

Foothills Park to SE Courtney Road



Points to consider

- Minimal impact to Riverville Park
- Minor impacts to Foothills Park
- Potential for parking at Foothills Park
- Direct connection to Foothills Park
- Surface street connection to Trolley Trail
- Potential for emergency vehicle use

Alignment B:

SW Terwilliger Blvd to SE Courtney Road



Points to consider

- Minimal impact to Riverville Park
- Major impacts to Tryon Cove Park
- No parking on either end
- Provides Hwy43 crossing and connection to Terwilliger Trail
- Connection to Foothills Park over proposed Tryon Cove bridge
- Surface street connection to Trolley Trail
- Longest and most expensive alternative
- Potential for emergency vehicle use

Alignment C:

Foothills Park to SE Bluff Road



Points to consider

- Minimal impact to Riverville Park
- Minor impacts to Foothills Park
- Potential for parking at Foothills Park
- Direct connection to Foothills Park
- Surface street connection to Trolley Trail
- Potential for emergency vehicle use



Next Steps

If the jurisdictions involved decide to continue to consider a bridge, the next study phase would include:

- **Preliminary Conceptual Design** for a possible bridge
- **Planning Cost Estimate and Funding Plan** for bridge construction and long-term maintenance
- **Environmental Scoping** to identify environmental issues and permitting requirements
- **Equity Analysis** to ensure that no group is disproportionately affected.
- **Governance Agreement** to determine which group of local and regional governments would move the project forward.
- **Extensive Public Engagement** to keep the community informed and gather feedback.

Alignments shown had the greatest support from the public at open houses August 3 and 5, and online between July 29 and August 9.

For more information

Stephen Williams, Project Manager

swilliams@clackamas.us

503-742-4696

www.clackamas.us/transportation/oglo