

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, Tienieke 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.

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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.

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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

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- 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)

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- 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

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- 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**

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- **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.

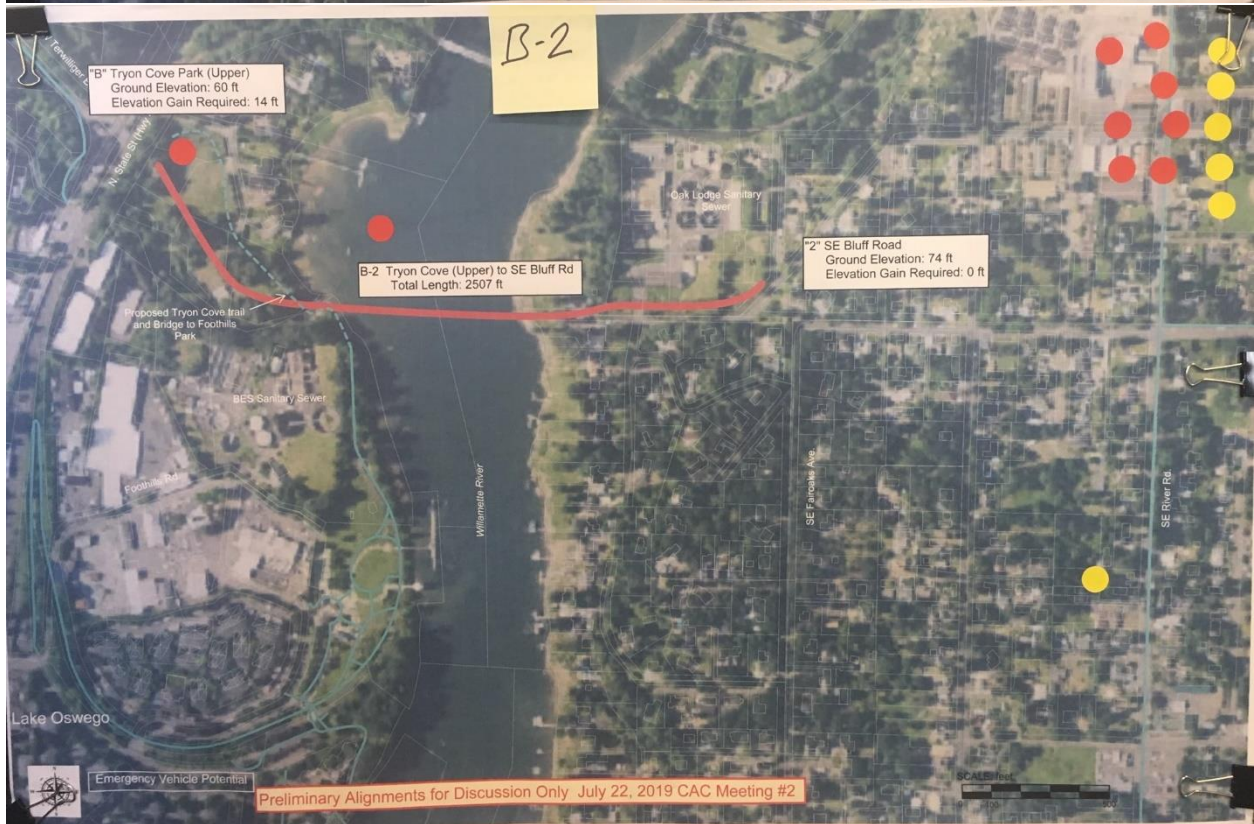
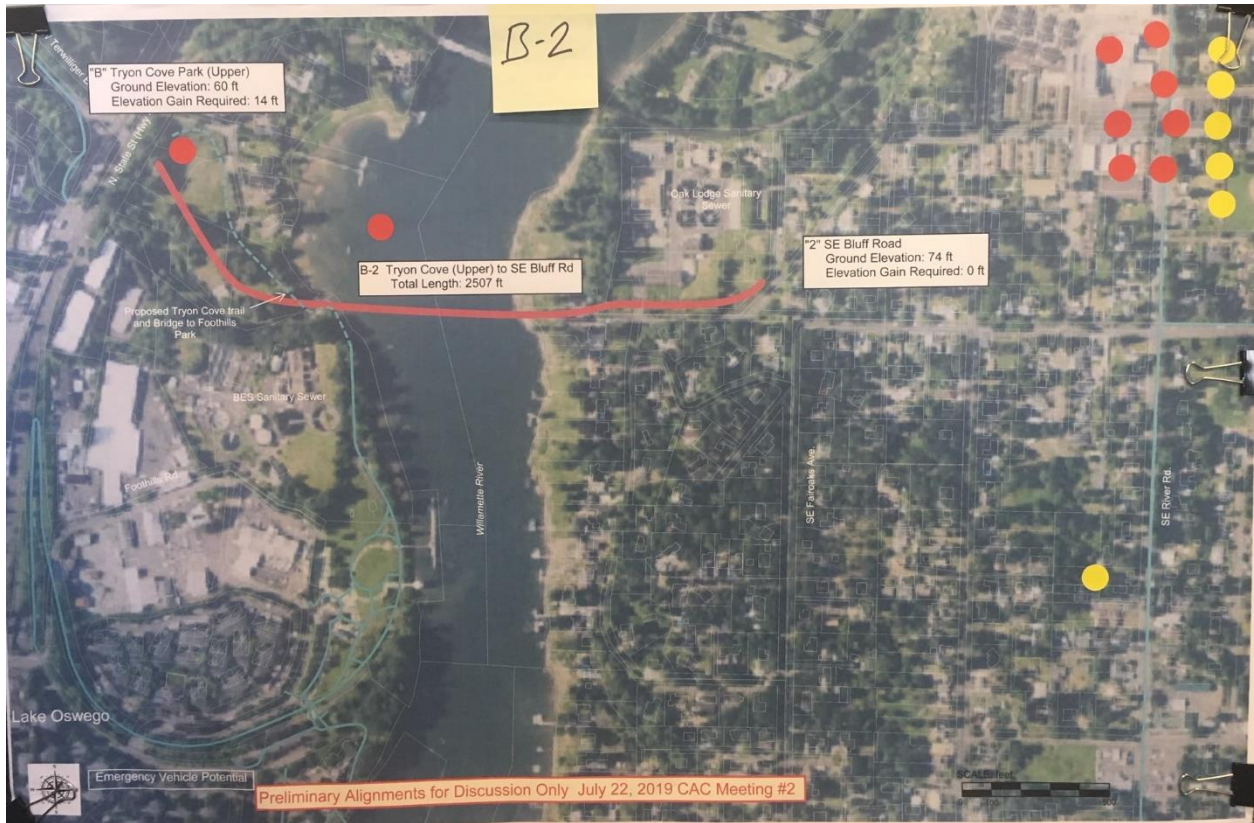
The displays/maps from this meeting will be posted to the website.

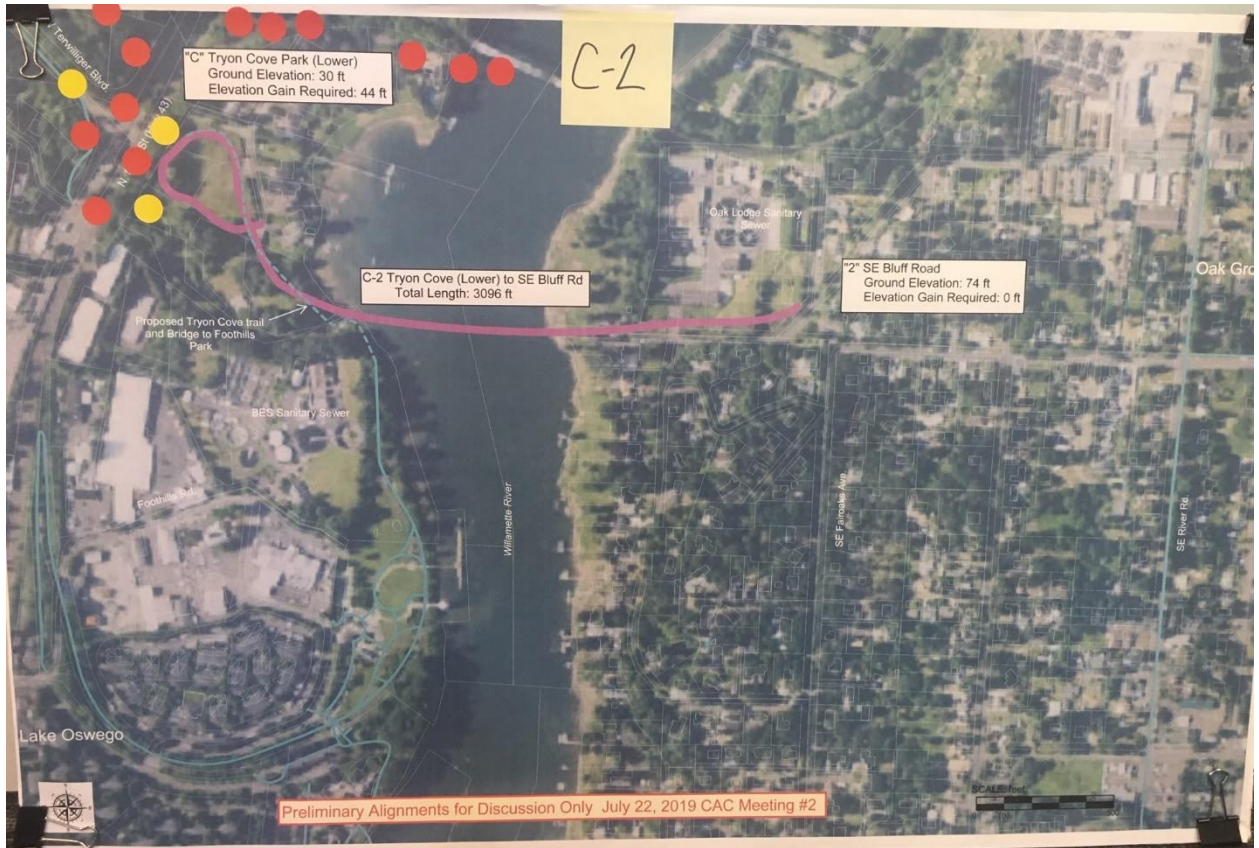
The project team will present the results of tonight's alignment preferences to the Policy Committee at its next public meeting on August 16 from 8 – 10 a.m. at Milwaukie City Hall.

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

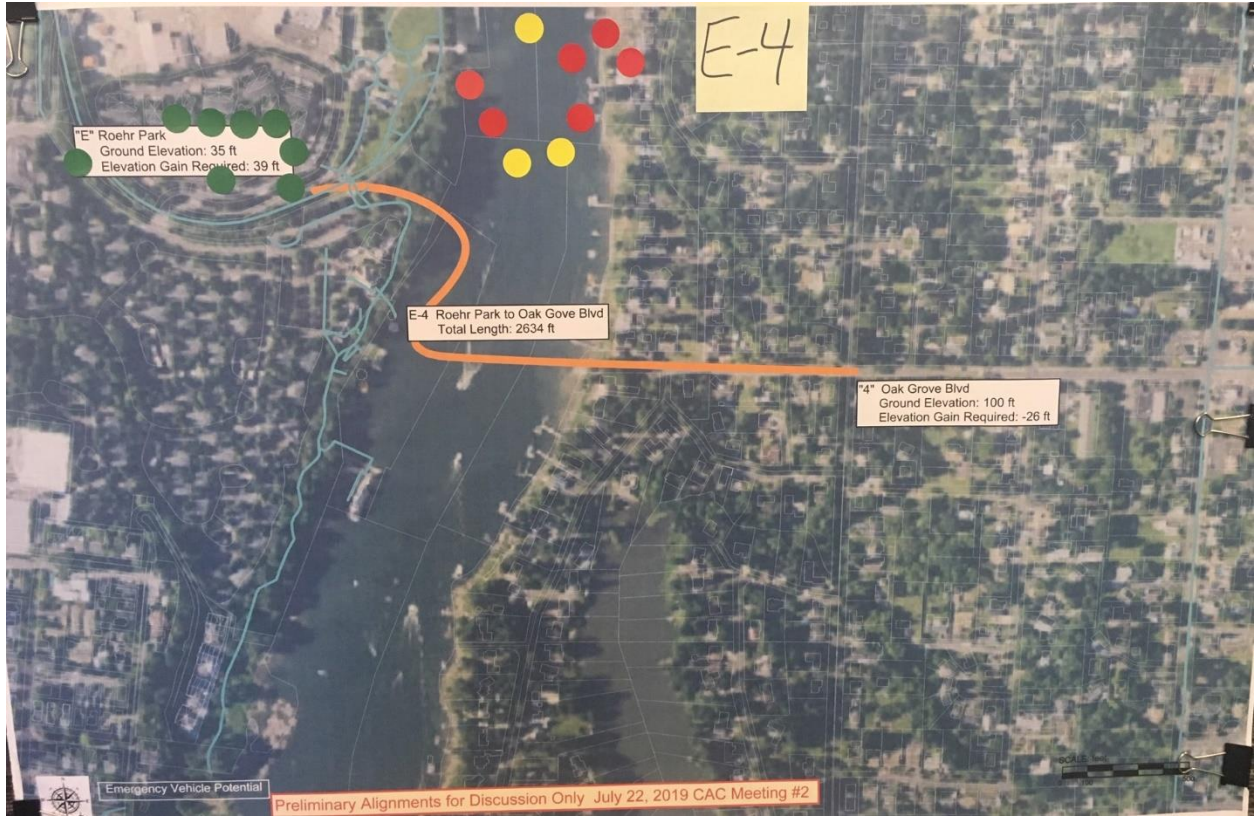
The final CAC meeting will be held in September.

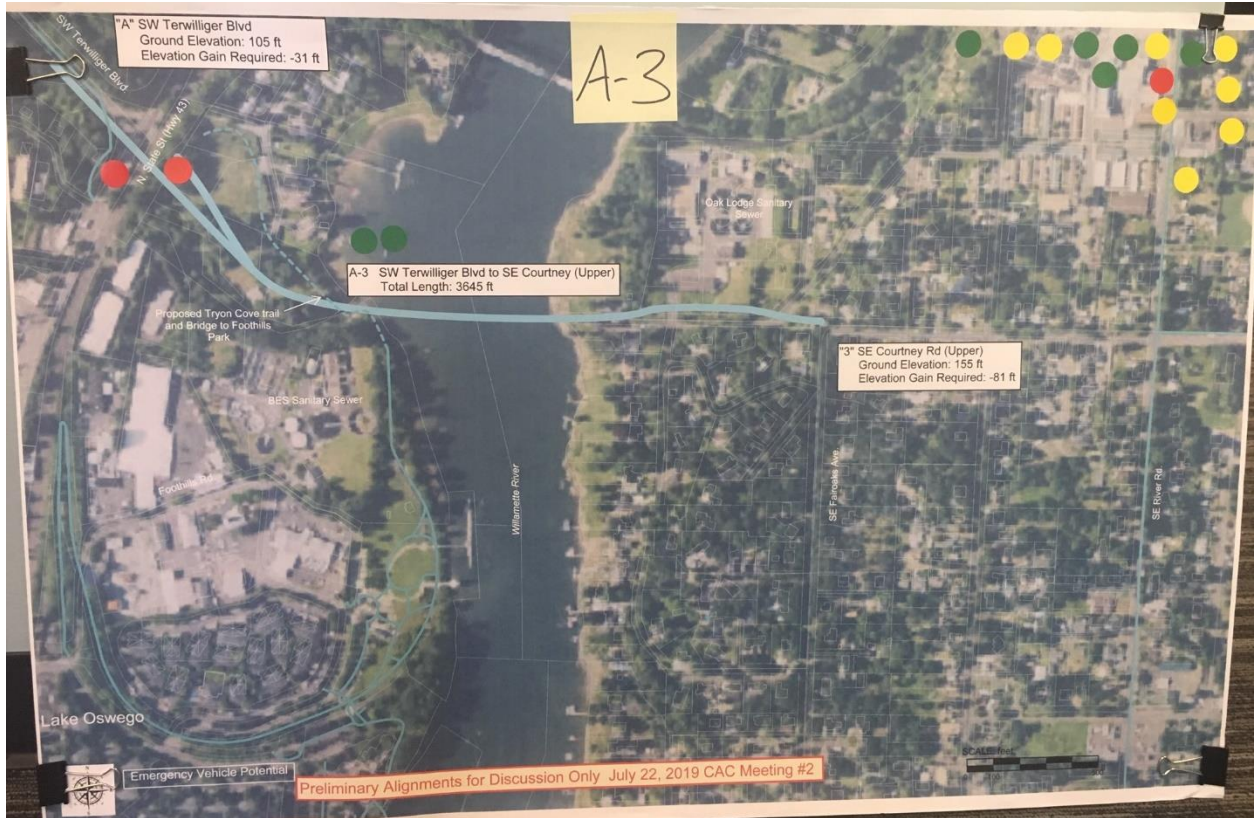
Attachment – Alignment Maps with Dots (CAC Member Exercise)











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, 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?

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):

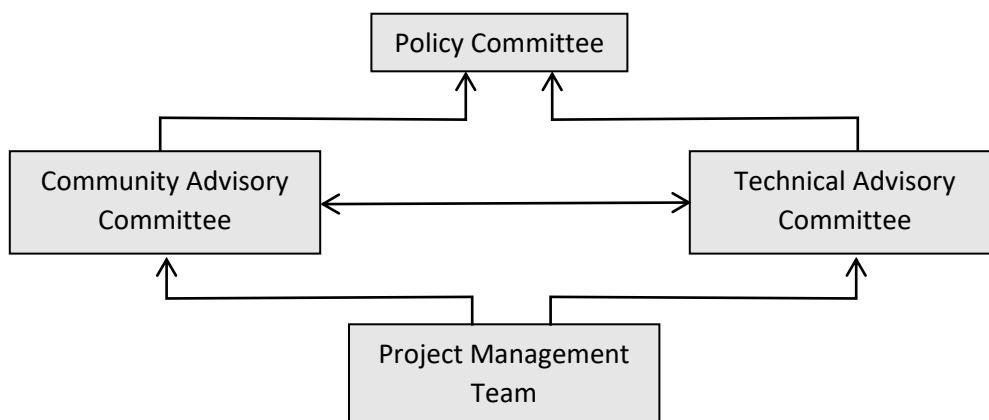
The Community Advisory Committee will be made up of study area residents and business owners, as well as representatives of community groups with an interest in the proposed bridge project. The CAC will make recommendations to the PC and the TAC on key decisions in the feasibility study.

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.



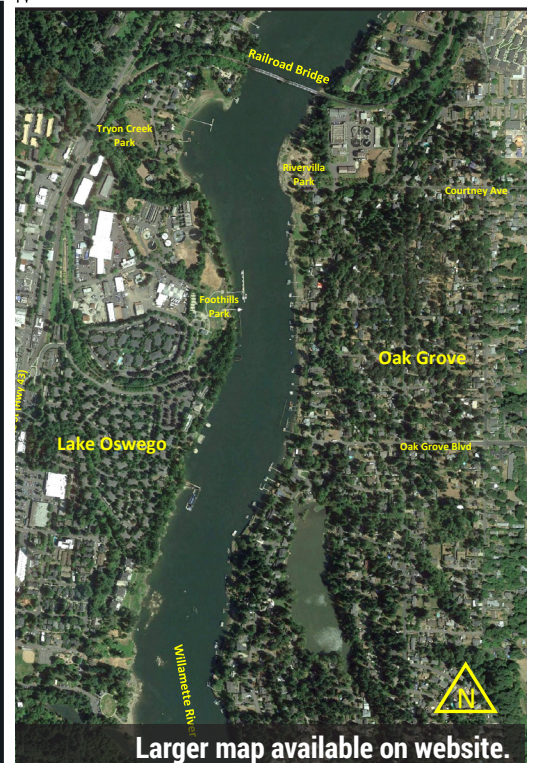
Oak Grove-Lake Oswego Pedestrian / Bicycle Bridge Feasibility Study



Study purpose

The purpose of the study is to determine the feasibility of a new pedestrian/bicycle bridge across the Willamette River between Oak Grove and Lake Oswego. Comments received during previous planning indicated great demand for a bridge at that location. However, questions remain regarding the feasibility of the project:

- Are “landing locations” for the bridge available on publicly-owned property on both sides of the river?
- Is it possible to connect to other pedestrian/bicycle trails without interfering with existing uses?
- How much would it cost to construct such a bridge and who would pay for it?
- What steps are needed to build a bridge at that location?
- If a bridge is built, who would own and maintain it?



Larger map available on website.

For more information

Stephen Williams
503-742-4696

swilliams@clackamas.us
www.clackamas.us/transportation/oglo



Metro



Frequently asked questions

Who is conducting this study and why is it being done now?

This study is being carried out by Clackamas County, Lake Oswego, Milwaukie and Metro. We are studying this now because many people have asked for such a bridge and there may be funding available in the next few years through Metro, the State of Oregon and/or the federal government that would pay most or all of the costs of the bridge. We have a better chance of receiving funding if the feasibility study is already complete.

Why do we need another bridge across the Willamette River?

There is no bridge across the Willamette River for pedestrians and bicyclists between the Sellwood Bridge in Portland and the OR 43 "Arch" Bridge in Oregon City, a distance of about 10 miles. The addition of this bridge between Oak Grove and Lake Oswego will reduce that 10-mile trip to a pedestrian or bicycle trip of less than a mile and connect to bike and pedestrian pathways on both sides of the river. This will benefit everyone who needs to travel between the two communities for work, shopping or recreation and also help reduce travel on some of our busiest streets.

Can't you just add on to the railroad bridge?

There are a couple of reasons that adding to the railroad bridge is not an option. Please see map on other side.

- The most important is that Union Pacific Railroad, the company that owns the bridge, has made it clear that it does not want bikes or pedestrians near the trains for safety reasons, and as local government agencies we don't have the authority to force a private business to allow public use of their facilities.
- In addition, on the Oak Grove-Milwaukie side of the river, the access to the railroad line is challenging and very narrow, which would make it difficult and unsafe for use by the public.

Will emergency vehicles like fire trucks, ambulances and law enforcement be able to use the bridge?

Lake Oswego and Oak Grove both have high levels of emergency services, and emergency services agencies have not expressed a need for a connection between the communities. In addition, designing a bridge for fire trucks and other emergency vehicles would greatly increase the bridge's cost and impact on the communities on both sides of the river.

Get involved!

There will be many opportunities for the public to get involved.

- Public workshops
- Community meetings
- Online surveys

Details of all public involvement opportunities will be posted at www.clackamas.us/transportation/oglo.

Need more information?

For questions or concerns, contact Project Manager Stephen Williams at swilliams@clackamas.us or 503-742-4696.

If the bridge is built now for bikes and pedestrians, could it be expanded later to add transit or cars?

A bridge for bikes and pedestrians is built quite differently than a bridge for transit or cars, and it would not be feasible to build it now for bikes and pedestrians and expand it later. Bridges for transit or cars also are much more expensive than bike and pedestrian bridges so we would not build it now for transit and cars unless we were absolutely sure it would be needed.

What will the bridge cost?

At this point we don't know what the bridge would cost. This feasibility study will allow us to determine the cost of the bridge and the cost trade-offs of different bridge locations. We expect to have a good cost estimate for the bridge when we finish the study in late 2019.

Will homes or businesses be removed to make way for this bridge?

We are only studying publicly-owned properties such as parks as possible landing locations for the bridge on both sides of the river so that we can avoid impacts to homes or businesses.

Will the bridge affect navigation on the river?

As part of this study, we will work with the U.S. Coast Guard to design the bridge so that it will not affect navigation on the river.

Has the decision about this bridge already been made or will you still listen to the public? How can I get involved?

The decision about this bridge has not been made. This study will help determine whether such a bridge is even feasible based on costs, benefits and impacts to the community, and other factors. There will be many opportunities for the public to get involved in coming months at public workshops, community meetings and online. We encourage everyone to look at the project website to find out when and where meetings will be held, and to submit comments and questions at www.clackamas.us/transportation/oglo.

OGLO Landing Site Evaluation Criteria-Draft

COMMUNITY ADVISORY COMMITTEE VALUES

Criterion A – Connectivity and Safety

This criterion is to connect to existing or planned bike/pedestrian routes directly or on streets with sidewalks and bike lanes that meet minimum safety and design standards for bicycle and pedestrian users. Alternative bridge alignments and landings will be considered along with various connections to existing and planned local and regional bike/pedestrian routes. In addition, alternatives will differ in how much they meet or exceed design standards for bike and pedestrian facilities. Considerations for this project:

- Bike/pedestrian connections to existing east/west infrastructure.
 - Topography considerations.
 - Width considerations to fit a trail or bike lane/sidewalk connection.
 - Connection to the East Trolley Trail.
 - Connection to the West Willamette River Greenway, Terwilliger Trail
- Slope/grade of site (ADA restrictions / Metro guidelines).
- Directness of connection to other existing or planned pathways.
- Safety/comfort of connection.

Criterion B – Environmental Impacts

This criterion is to avoid adverse impacts on environmental resources. Impacts may vary depending on alternative bridge alignments and landing locations. Considerations for this project:

- Avoid or minimize adverse impacts on wildlife habitat and trees.
- Avoid or minimize adverse impacts on waters and wetlands.
- Avoid or minimize adverse impacts on cultural and historic resources.
- Avoid or minimize light pollution emitting from aesthetic lighting.
- Avoid or minimize noise pollution resulting from construction.
- Maximize project eligibility for programmatic environmental permitting.

- ✓ Prioritize connection to *existing* trails
- ✓ Leverage needed connections, such as Trolley Trail/River Road
- ✓ Equity – ensure it is easily accessible for all
- ✓ Connect to transit, such as east side light rail
- ✓ Safety & comfort of grade
- ✓ Consider safety of connecting roads (Hwy 43)
- ✓ Security for neighbors and users
- ✓ Emergency services access to respond to medical and safety needs

- ✓ Avoid light pollution impacts on wildlife
- ✓ Create *positive* impacts on the environment
- ✓ Minimize impacts on existing parks on east and west sides of the river
- ✓ Minimize loss of green space
- ✓ Minimize construction impacts to environment
- ✓ Encourage commuting by bike and other modes to reduce GHG

Criterion C – Compatibility with Recreational Goals

This criterion is to maximize the recreational benefits the bridge provides and enhance the current recreational activities that exist in the area (biking, walking, boating, picnicking, etc). There are several opportunities to improve or enhance recreational opportunities. The opportunities vary among the alternative bridge alignments and landing locations. Considerations for this project:

- Maintain/improve river access.
- Preserve/maximize future use of public waterfront property.
- Maximize connections of local neighborhoods to the area to increase community opportunity to access the recreational areas.

- ✓ Enhance user experience – views, nature, smooth access and grades
- ✓ Preserve experience with nature in parks – minimize loss of green space.
- ✓ Enhance regional trail network

Criterion D – Compatibility with Existing Developments and Neighborhoods

This criterion is to avoid displacement of and incompatibility with residences, businesses, parks, and planned infrastructure improvements and to minimize adverse effects of locating and accessing the bridge. Impacts may vary among the alternative bridge alignments and landing locations. Considerations in this project:

- Avoid private property acquisition.
- Minimize size of bridge landings to reduce impacts to public property.
- Integrate with surroundings to enhance existing neighborhoods and green spaces.
- Ensure bridge appearance and aesthetics for visual integration.

- ✓ Create an iconic bridge that neighboring communities embrace.
- ✓ Minimize negative and create positive impacts on neighbors
- ✓ Minimize neighborhood parking impacts from destination visitors
- ✓ Integrate with existing development
- ✓ Small landing footprint
- ✓ Minimize construction impacts on adjacent neighborhoods and businesses

Criterion E – Cost and Economic Impact

This criterion is to minimize the cost and adverse economic impacts of the project. There are temporary and permanent economic impacts which could improve or hinder local and regional economics. Cost and economic impacts may differ not only among the alternative bridge alignment and landing locations, but also among the bridge types (signature vs. traditional) used to support the alignments.

Considerations in this project include:

- Up-front bridge costs and future maintenance costs.
- Underwater cable and other area utilities.
- Air access (float planes).
- Potential increase in tourism.
- Increases in local jobs and opportunities during construction.
- Minimize land acquisitions and/or easement required for construction of the structure.

- ✓ Support business development efforts, such as current Oak Grove planning
- ✓ Link major community attractions, such as Lake Oswego and Milwaukie farmers markets
- ✓ Make bridge affordable to build

Criterion F – Compatibility with Land Use Planning

This criterion is to review local and regional development plans for areas surrounding bridge landing locations and to minimize impacts to future development plans. Considerations in this project include:

- Compatibility with local and regional adopted plans.
- Avoid negative impact to long-term plans.
- Minimize impacts to existing public viewpoints.

- ✓ Plan for future growth
- ✓ Support plans for more walkable/accessible communities

Come learn about and comment on possible bridge landing locations.

- Monday, August 5, 6-8 p.m. – Lake Oswego Maintenance Center, 17601 Pilkington Rd, Lake Oswego
- Wednesday, August 7, 7-9 p.m. – Rose Villa Performing Arts Center, 13505 SE River Rd, Oak Grove
- Online July 29 - August 9 at www.clackamas.us/transportation/oglo



150 Beaver Creek Road | Oregon City, OR 97045
www.clackamas.us/transportation/OGLO

Oak Grove - Lake Oswego Pedestrian/ Bicycle Bridge Feasibility Study Update

Clackamas County is leading a Metro-funded study in partnership with local jurisdictions to determine the feasibility of a pedestrian/bicycle bridge across the Willamette River between unincorporated Oak Grove and Lake Oswego. In late spring, the Community Advisory Committee and Policy Committee discussed evaluation criteria for possible bridge alignments and landing locations, and we heard from more than 500 people through an online survey. Engineers have identified potential locations where a bridge could cross the river, allow for boat clearance underneath, and begin and end on public property.

Drop by one of our open houses – in-person or online (details on the left). We'd like to hear your thoughts on the bridge and possible locations.

Public feedback will be taken into consideration for recommendations. Meeting details and additional information is available online at www.clackamas.us/transportation/oglo, or by contacting Stephen Williams, Clackamas County, swilliams@clackamas.us or 503-742-4696.



Clackamas County
Transportation Planning
150 Beaver Creek Road
Oregon City, OR 97045

Oak Grove – Lake Oswego Pedestrian / Bicycle Bridge Feasibility Study

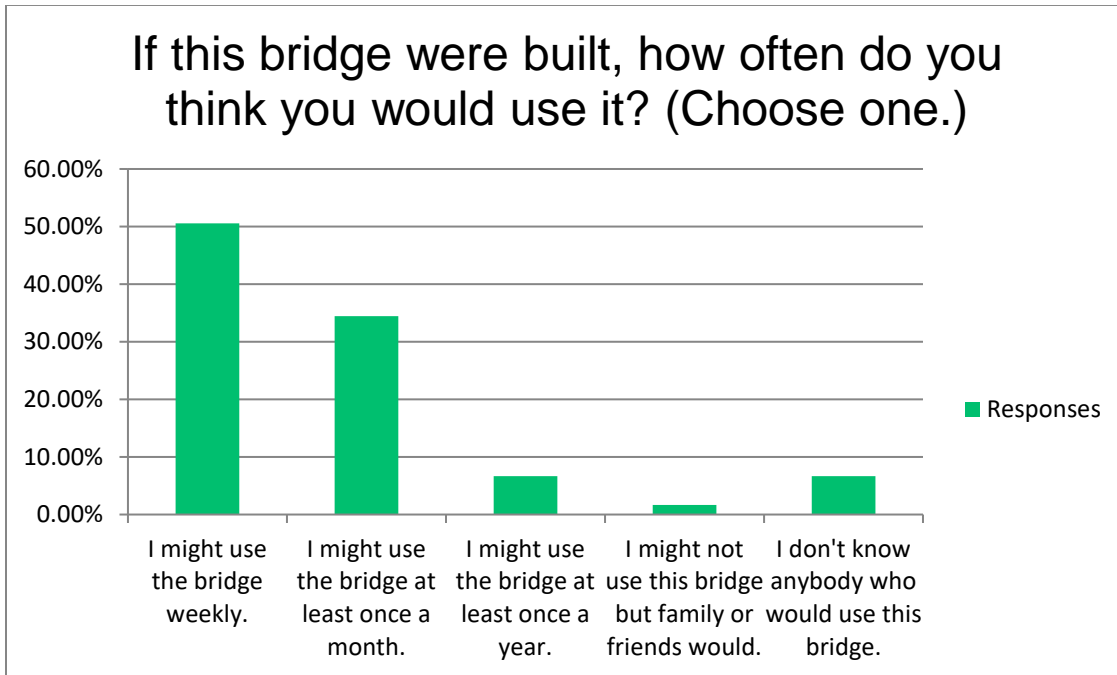
Open houses Aug. 5 and 7: Come learn about and comment on possible bridge landing locations.

Web Responses: 602 people responded online. 27% - Lake Oswego, 37% - Oak Grove/near east, 34% -elsewhere

The following show responses to the question:

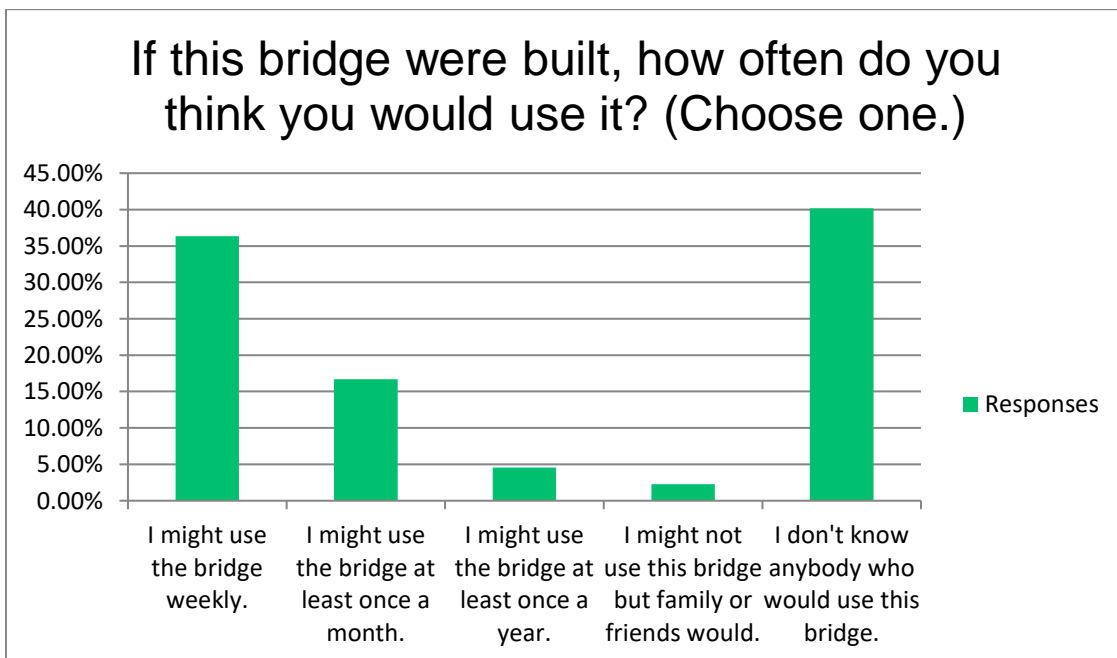
If this bridge were built, how often do you think you would use it?

180 people who indicate living in Oak Grove/near east answered the following question.



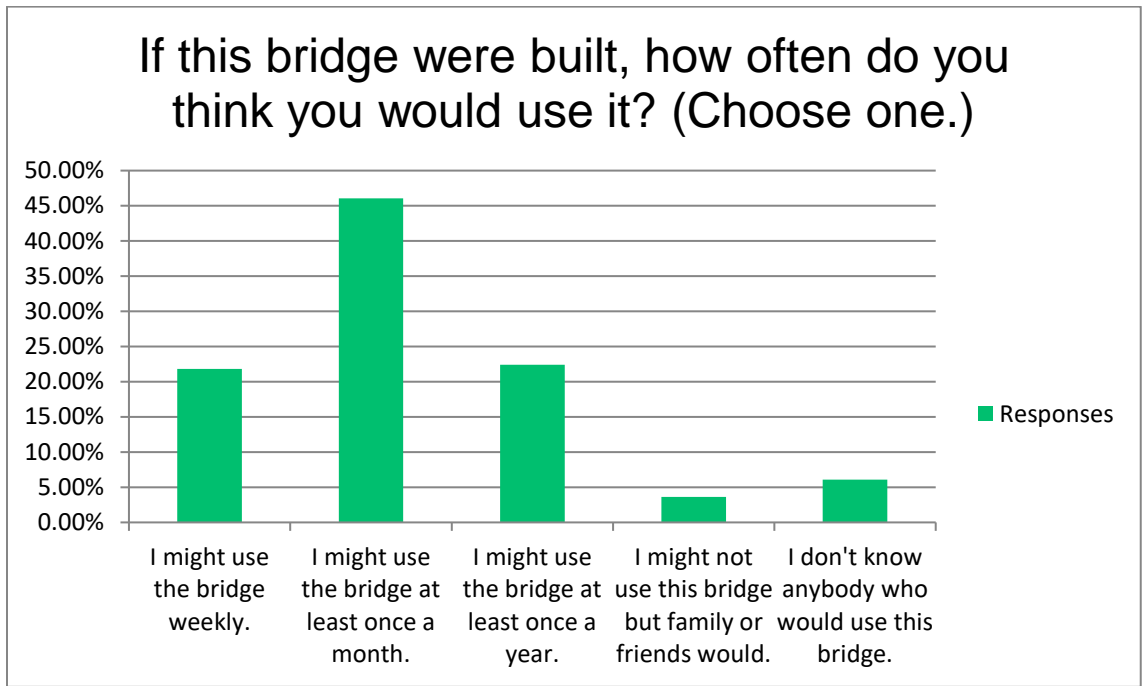
Answer Choices	Responses
I might use the bridge weekly.	50.56% 91
I might use the bridge at least once a month.	34.44% 62
I might use the bridge at least once a year.	6.67% 12
I might not use this bridge but family or friends would.	1.67% 3
I don't know anybody who would use this bridge.	6.67% 12
Answered	180

132 people who indicate living in Lake Oswego answered the following question.



Answer Choices	Responses
I might use the bridge weekly.	36.36% 48
I might use the bridge at least once a month.	16.67% 22
I might use the bridge at least once a year.	4.55% 6
I might not use this bridge but family or friends would.	2.27% 3
I don't know anybody who would use this bridge.	40.15% 53
Answered	132

165 people who indicate living elsewhere in the region answered the following question.



Answer Choices	Responses
I might use the bridge weekly.	21.82% 36
I might use the bridge at least once a month.	46.06% 76
I might use the bridge at least once a year.	22.42% 37
I might not use this bridge but family or friends would.	3.64% 6
I don't know anybody who would use this bridge.	6.06% 10
Answered	165

NOTE:

From paper comment forms collected at meeting held in Lake Oswego (not separated by indicated residence).

If this bridge were built, how often do you think you would use it?

- 7 Might use the bridge weekly.
- 3 Might use the bridge at least once a month.
- 2 Might use the bridge at least once a year.
- 3 Might not use this bridge but family or friends would.
- 10 Don't know anybody who would use this bridge.

From paper comment forms collected at meeting held on east side (not separated by indicated residence).

If this bridge were built, how often do you think you would use it?

- 31 Might use the bridge weekly.
- 20 Might use the bridge at least once a month.
- 8 Might use the bridge at least once a year.
- 7 Might not use this bridge but family or friends would.
- 13 Don't know anybody who would use this bridge.

OAK GROVE – LAKE OSWEGO PEDESTRIAN/BICYCLE BRIDGE FEASIBILITY STUDY

SUMMARY OF MAY/JUNE 2019 ONLINE SURVEY

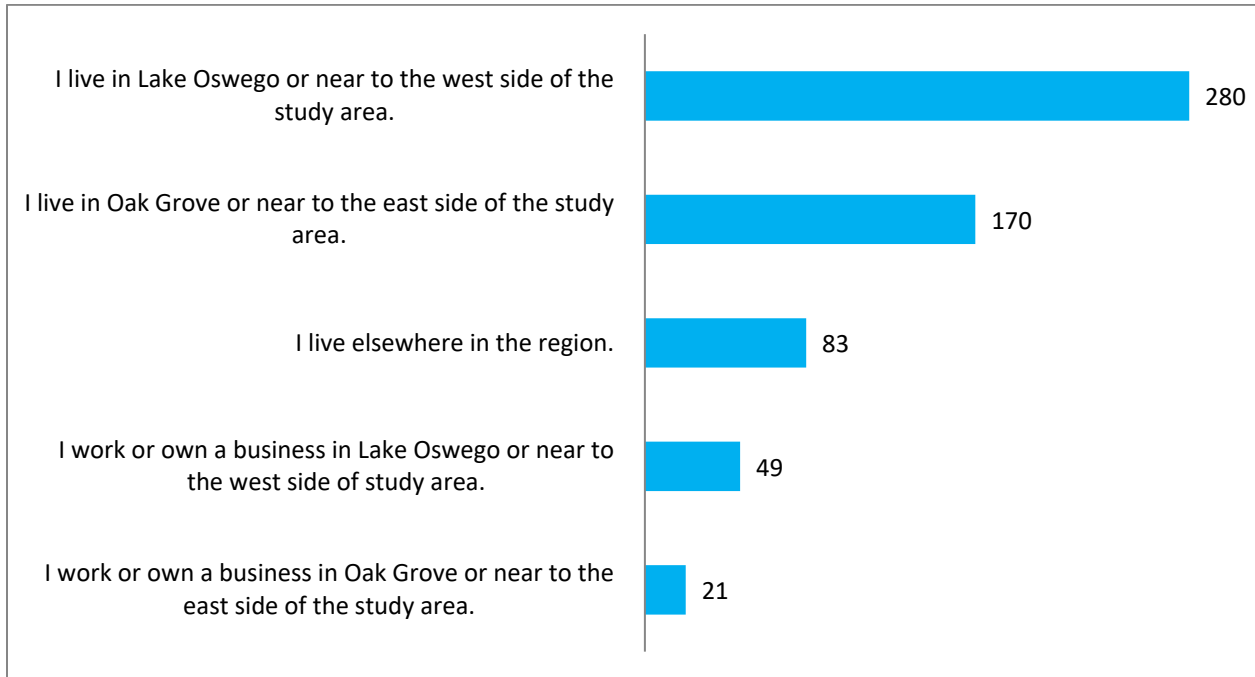
A survey was open between May 16, 2019 and June 17, 2019 to provide the public with the opportunity to share their thoughts on Clackamas County's study to determine feasibility of a pedestrian/bicycle bridge across the Willamette River between Oak Grove and Lake Oswego. A total of 546 people took the survey, with spikes in participation taking place on May 30, June 3, and June 12. Below is a summary of the feedback.

1. What would you like us to know as we begin this study? What is most important to you? What are your main concerns? *This was an open-ended question. Responses were read and coded for comment themes, issues, concerns. Many people indicated more than one topic in their comments. A total of 406 people responded to this question.*

- General support – 134
- Funding/cost concerns – 97
- Support for connecting across the river (shorter commutes) – 71
- Safety (general) – 62
- Support for active transportation – 60
- Homeless concerns – 53
- Support for bike trail connections, paths, and infrastructure – 37
- Ensuring ease of access to bridge and to connection trails – 36
- General opposition – 32
- Concerns about increased crime on the bridge and on the LO side – 32
- Concern about neighborhood/property impacts – 28
- Ease of access to the bridge – 20
- General traffic concerns – 20
 - Neighborhood traffic
 - Increased congestion
 - Minimal impact to existing congestion
- Support for trail connections – 15
- Parking concerns on either side of the river – 15
- Usage justification and concerns – 14
- Environmental, wildlife, habitat impact concerns – 14
- Support for the reduction of SOVs – 14
- Support access to LO – 13
- Connection to east side – 12
 - Concern about why LO residents would want to access Oak Grove or Oregon City

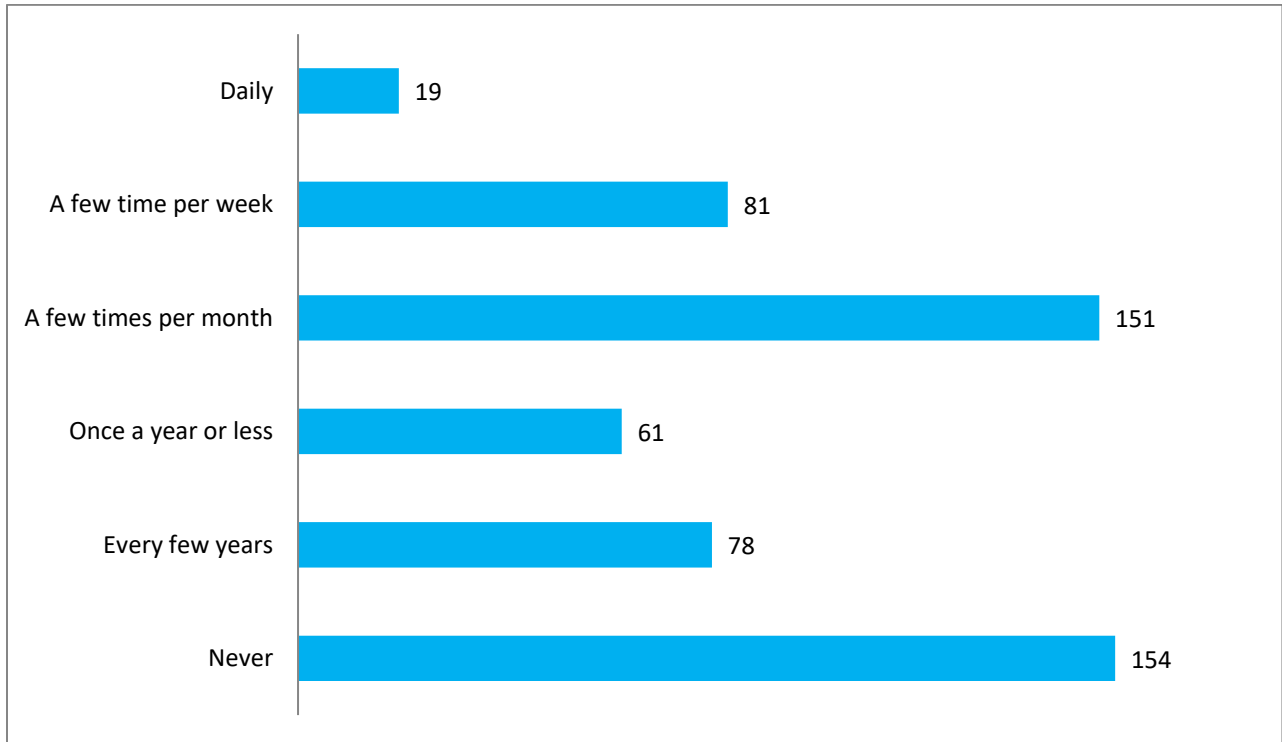
- Ensure maintenance and management of the bridge and connecting paths to reduce litter and vandalism – 12
- Economic benefits – 11
- Lack of bike and pedestrian infrastructure in LO to support increased users – 11
- Concern about the feasibility of the bridge – 10
- Provide access for cars on bridge – 9
- Access to recreational opportunities – 8
- Prioritize investments in road improvements – 8
- Support for better access to downtown – 7
- Ensure functionality of bridge – shared/separated bike/pedestrian facilities – 7
- Concern about the location of the bridge – 7
- Support for the climate benefits of the bridge – 6
- Traffic benefits – 5
- Bridge that supports light rail or transit – 5
- Health benefits of the bridge – 5
- Concern about the appearance/aesthetics of the bridge – 5
- Seismic retrofits and benefits – 3
- Concerns about overcrowding in LO – 3
- Ensure river boat clearance – 3
- Concern about noise pollution – 3
- Ensure transit connections to the bridge – 3
- Emergency vehicle access onto bridge - 3
- Continue studying the potential to use the rail road bridge – 3
- Ferry – 2
- ADA accessibility – 2
- Need for affordable housing – 2
- Opposition to increased bike traffic – 2

2. How would you describe yourself? A total of 543 people responded to this question.



GENERAL RESPONSES BY AREA	Live in LO or west side	Live in OG or east side	Work/own business in LO or west side	Work/own business in OG or east side	Live elsewhere
Neutral (questions, concerns, but no direct opposition, or stated direct support)	92	43	11	6	24
Positive (explicitly stated support or express desires/hopes that indicate support)	70	64	13	8	19
Negative (explicitly stated opposition or raised concerns that strongly indicated opposition)	65	7	12	3	11

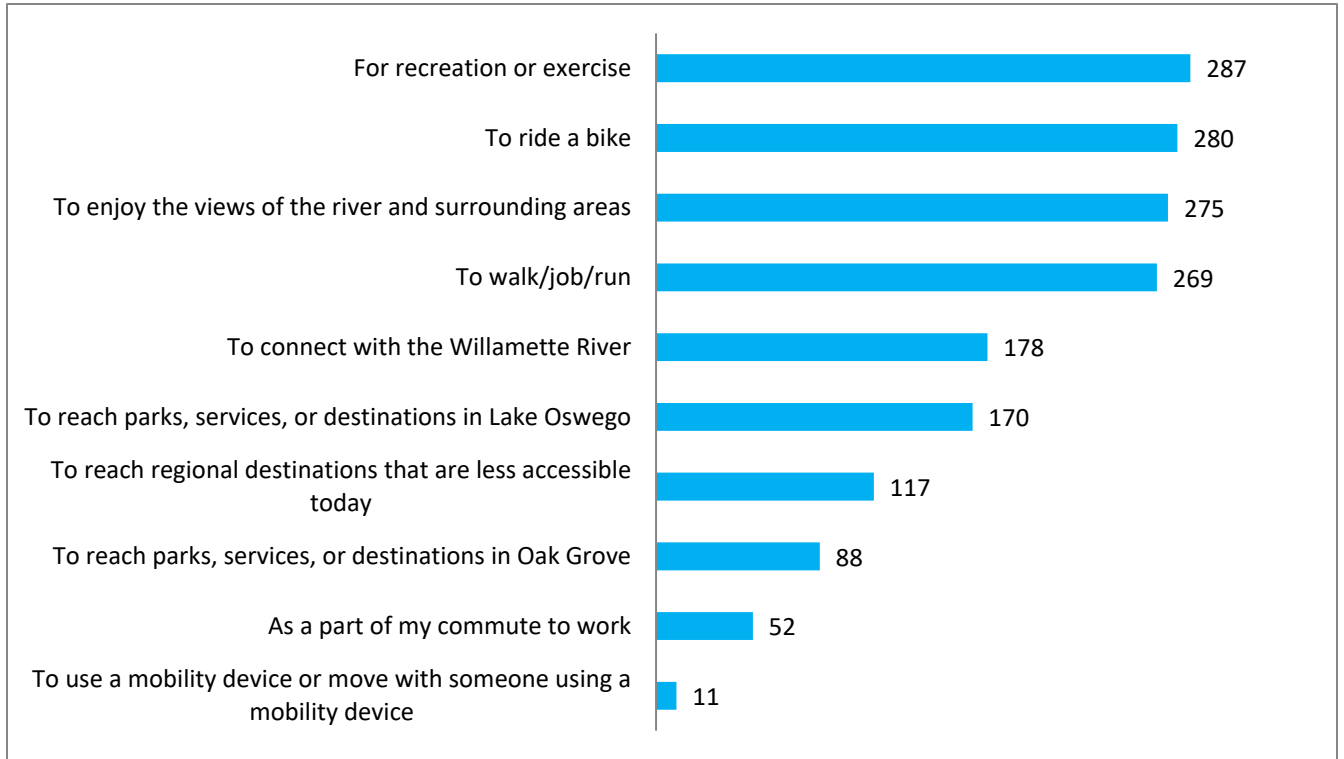
3. How often would you use the new bridge? A total of 544 people responded to this question.



RESPONSES BY AREA

Area	Total respondents	# who would never use the bridge
Live in LO or west side	280	120
Live in OG or east side	169	15
Work/own business in LO	49	17
Work/own business in OG	21	2
Live elsewhere	83	16

4. How do you think you would use the new bridge? A total of 471 people responded to this question. They could choose more than one response.



A total of 101 people selected “other” to this question. Responses included:

- Would never use it – 61
- Answer not applicable – 18
- To explore the area/tourism/wildlife viewing/recreation – 6
- To visit friends or family – 5
- To access transit/MAX – 3
- To go shopping – 2
- To avoid driving – 1
- Would only cross if there was vehicle access – 1
- In the case of an earthquake – 1

Lake Oswego Open House – August 5, 2019

Comments

- Fantastic- I just hope we do not have to wait 10-20 years for this needed connection. It opens up so many things to both sides of the river. It will benefit even those who do not use it by decreasing auto traffic on Hwy 43 and the Sellwood Bridge. For sure 40% of L.O. will oppose it....that is a given.
- Personally, I wouldn't care which alignment is used as long as something is built. Biking from L.O. today is an atrocious, hair-raising experience, regardless of route. A future that reduces carbon must include a cycling option to reach Portland or Oregon City SAFELY!
- I think this will be a waste of money. The projections of bicyclists and walkers are overstated and will not come to fruition. Without adequate parking you significantly limit the numbers of people who will use this bridge, particularly among pedestrians.
- I think this project is aimed at a VERY small percentage of the population....for a whole lot of money. Most families have both spouses working. To assume they will commute on this bridge is beyond reason. They will have to take kids to daycare, market, run errands, etc. after work. I don't believe you have surveyed the population to see if they are interested.
- Options should include access from L.O. and from Riverdale/Dunthorpe. If an option that connects directly from Terwilliger is not chosen, there must be a traffic light (for bikes only?) at Terwilliger/Hwy 43 junction with easy access to more (or E Ave or D Ave) southerly bridge access.
- My main concern is cost and cost per crossing. The Salem footbridge across the Willamette cost about \$10 million and gets about 556 peds and bikes a day (about 200,000 a year). This is about \$50 per crossing if paid off in one year. This bridge is likely twice as expensive. The Sellwood Bridge cost \$324 and gets 30,000 crossings a day (about 11 million a year). This is about \$30 per crossing if paid off in one year.
- This project is too expensive and does not make sense at all. It is for recreation use, does not help the process of getting vehicle traffic across the river. Cyclists need to be certified to ride on roads with cars and dress properly so they can be seen. This project would only benefit a few.
- River front development is problematic due to flooding. We don't need more playthings. We need practical roads for cars and transportation for the masses in the suburbs!!! More road capacity please!
- No mention of homeless management (look at Springwater for potentials). 4+ parking spaces and overflow onto streets. No accommodation for seniors. No mention of lights on either end and hours and how it will affect residents.
- We don't need this bridge. It opens LO up to crime from the other side of the bridge. Also we have greater needs for road repair/resurfacing that we should spend on. If the bridge can carry a police car or small ambulance, it will be used illegally by a car or some vehicle intent on illegal/punishable activities.
- This project is for recreational activities only. Too high cost for too few. The very small use for worker community would not justify high cost. Any metro funding available should widen Hwy

43 through Dunthorpe and include proper bicycle lanes. What city funding will be required to support this project? Where do cyclists go west? Up A Ave and Country Club to I-5 Tigard.

- Bridge completely unnecessary. This would have no use as it would serve little or no commercial interests. There are plenty of places to walk or bike. The bridge would disrupts the river environment, surrounding homes and neighborhoods. Tax payer dollars should be spent elsewhere - for other far more dire concerns. How much use during the rainy season? Very little.
- I would add the weather factor. I literally walk Foothills/Roehr Park everyday. The number of people that walk during inclement weather goes down quite a bit. I can't see folks using this as much. I don't feel the money doesn't equal the need.
- No mention of impact on Stampher and West Side River neighborhoods which is a major negative impact. Change your posters to reflect this information. Note: anything from Rivervilla on east side to Tryon Cove to Foothills a major negative for Stampher neighborhood.
- The alignment must connect to the existing Terwilliger separated path without this connection it will be the bridge to nowhere. The connection to the Trolley Trail is great. The only 2 alignments worth continuing are A2 and A3. There is also a need to connect to the path at George Rogers Park. There is only a small existing gap that needs attention. No one wants to cycle or walk along State Street. The traffic volume is too high and moves too fast.
- I would like to have a ped/cycling bridge, but am very concerned about a potential influx of transients/vagrants into LO. I would not support funding of the bridge unless this issue is addressed. I would use the bridge for recreational purposes only (cycling).
- Considering more than half of respondents to the survey said they would never (or 1/yr) use this bridge, I'm not really sure why it's desirable. Parking at Foothills and George Rogers Parks are almost always at capacity, though it's less likely LO residents will go to O.G. vs the opposite. Increased traffic on pathways will only increase issues. Benefits do not outweigh the potential problems.
- This is a waste of money. Why?? Do I need to walk/bike to O.G?? Used to live Jennings and Oakfield. No no no.
- I would not travel to O.G. The Milwaukie bike path is used by some and homeless as well. I do not understand how the proposed bridge would benefit BOTH sides of the river. How will homeless issues be handled and how will it be paid for (tax payer dollars). Not a good use of my money. Why are there still homeless people in Tryon Creek? There would just be more coming.
- Jim Howell attached a map of a proposed bus line that could use the proposed bridge (a single bus lane and bikeway). The #78 from Beaverton/LO could travel from Beaverton, across the bridge, to the Park Ave Max Station.
- Most options have negative impact on Stampher Rd neighborhood without addressing car access problem (single lane road with hairpin turn and no light on 43). This bridge would inevitably bring more traffic and access to Stampher Rd MUST be addressed. Also, must address security -- there is already homeless in Tryon Cove and not well patrolled. Young children live in this neighborhood whose bus stop is at the top of Stampher and 43--this increased traffic would be significant safety risk. Why are we spending money on a ped bridge when existing bridges in PDX are not earthquake safe. This will negatively impact property values in Stampher

neighborhood. I haven't seen studies looking at expected use and increased car traffic to either end of bridge. Additionally what impact will there be on fragile ecosystem of salmon and native plants within Tryon Cove Park?

- All should connect with lightrail. Courtney and Bluff closest to light rail. Terwilliger to Courtney and Bluff with crossing at Hwy 43 and State.
- Thank you for working on improved transport options! It will increase positive business and is a green solution to traffic congestion. All options should connect with the MAX orange line. Also, I think safe crossing at Hwy 43 is essential. I also hope there is a connecting bike path across LO in the public and easement zones. Ideally, there would be bike path along the Trolley line that is raised (like Highline Park in NY). Connectivity is a good thing!
- I think this project would be an excellent enhancement to livability and will stimulate economic activity. I want access to the lovely parks, farmers' market, and lightrail in Milwaukie. Excellent and efficient use of transportation dollars! The economies of ratio areas that are integrated thrive. Concerns about crime are not warranted. -Martin Monto, PhD, Sociology UCLA 1992

Oak Grove Open House – August 7, 2019

Comments

- Please visit (walk) Courtney/Fairoaks crossroad. This landing is not safe for peds and has a negative impact to the surrounding neighborhoods on Fairoaks and Laurie. We use Courtney as an arterial street to access river and McGloughlin. A shared road on Courtney with no bike lanes, sidewalks or shoulders is not safe for all. The last stretch of Courtney is also so steep you cannot see approaching cars (along with the curve on Fairoaks) if we are all merging here, I foresee safety issues. Walking is also an issue. Bluff Rd has more visibility and keeps bridge traffic on low population streets. You could also build a path from Bluff to Laurie to Courtney to connect to River Rd.
- I am very concerned about the impact of the landings on Oak Grove community. Because it is highly residential the need for parking would affect community life. I am not in favor of locating the bridge here.
- As an approximately 18 year resident of LO and now living in OG, I genuinely think that LO will get the better end of this deal--and it's one we will both benefit from. One of the reasons I would not consider LO for living is due to the lack of investment in bike infrastructure and eco-friendly, accessible public transit. So let's all share Trolley Trail and Springwater! (And the lovely Orange line.) I live just off Courtney and this will certainly make things busier and people will park near my house, but let's not let "not in my neighborhood" attitudes stop us. This is a long time coming.
- I admit that I am examining all the connections for car/ped/bicycle bridge the width of Sellwood Bridge. Other than the recent replacement of the Sellwood Bridge, 1970 was when the new 205 Bridge went in. The 10 mile span between the Sellwood and OC is becoming unsustainable. The population has tripled since 1970. Considering a 9.0 earthquake is also a consideration in consideration of overall mobility when the majority of Portland bridges fail.
- All of the alignment options will have a significant impact on the environment, disturbing trees, animals, land habitat and river habitat, as well as community members. The bridge will impact street parking (those who drive here to use the bridge need a place to park) and the visual impact will be negative (in my opinion) to those who live within sight of the bridge.
- All of these alignments would have significant negative impact on the environment and surrounding neighborhoods.
- I live on OGB --If we have an emergency how is an ambulance/fire truck going to get to our home?
- I prefer no option of landing on Oak Grove Blvd due to impact on residents (even though it would be more convenient for me). I like bike connections from Courtney to Terwilliger or Foothills Park options.
- Please make it impossible to connect to the FROG ferry system if that will be moving forward. Don't we want to get around and leave our cars at home?! This is a great opportunity!
- Assuming access more directly linked to Park Ave to the MAX is not possible, Courtney Rd to Tryon Cover (upper and lower) would offer the best value.

- I consider this to be a luxury item and I cannot afford to continue paying for luxuries and helping non-profits who meet needs of people. If this project is completed, by law I will be forced to help pay for it. Who is requesting this project? Maybe there is a need? Is it to connect with MAX line?
- Option A3 seems to be the best option given of the 10. It accomplishes many positive goals this project should have--low grade/crossing Hwy 43/connecting to other trails. Please build it!! I can't wait to go to the LO Farmers' Market and beyond. Thank you!
- It would be helpful to have a blow up map showing connections to existing and planned bike/ped trails on the west side in relation to the proposed landing locations. Not knowing LO I was confused about what might be my best option.
- I can't support any option that does not offer Emergency vehicle access.
- Be nice if could run across without using RR bridge.
- Thank you for testing this open house. It's much easier to weigh the options printed large on poster board. This bridge would be a GAME CHANGER for members of my family who live in OG and work in the west (Tualatin). It would also make it easier to visit LO on weekends to go to the fancy grocery stores or whatever that they have over there. Lots of great options here. I hope one gets built!!
- Thanks for your work. Continue this to fruition please.
- We seem to have lost our way as a community. Prioritizing funds for a bike/ped bridge instead of caring for our citizens' basic human needs (affordable housing, mental health, addiction prevention, living wage jobs, mitigating food scarcity) will have consequences that will privilege the white middle class community and continue to divert resources from those in need.
- Yes- please continue with this project. We desperately need more bridges to connect East to West over the River. Commuters need other options besides the Sellwood Bridge.
- I walk to Rivervilla Park once or twice a week with my wife from Linden Lane. We both use bicycles frequently and would love the opportunity to use a bike/ped bridge as proposed esp if they are starting or entering near or at Courtney and Trolley Trail. We are both very excited about this prospect of this type of bridge and the positive impacts it would have.
- I prefer the two alignments that go over Hwy 43, and the bridge would make a much safer crossing than a crosswalk. Although these options are more expensive, the Tilikum Crossing in Portland provides a similar example. Early on there was an option to extend the bike/ped path up the viaduct directly to Portland State University but it was abandoned due to cost. In retrospect it would have been better to spend the money and provide that extension.
- Parking options are a concern for the sites I have favored (B3 and D3) on the east side. Also, what is going to be done about the ped access on Courtney--very narrow front yards between River Rd and Fair Oaks.
- I think emergency vehicles need access. I like the less expensive options. I love to walk and will use the bridge often and my daughter is a biker who will use it often as well.
- I would use the bridge a lot to visit friends, frequent businesses, dine, shop and hike on the west side. Have been saying we need a bridge like this since moving to the area. So excited!!

- I'm tired of my gas tax money being spent on everything except motorists. The transportation dept has not built a new freeway in almost 40 years (I-205). Before you spend another dime of my gas tax dollars appeasing the freeloading bicyclists, at least add two lanes to I-5 and I-205. Actually, we could use a car bridge in this area.
- The grade should be less than 8%. If you use SE Courtney as a landing site you must improve traffic control (a light) at the corner of SE Courtney and River Rd. It's a dangerous intersection I bike commute across daily. Keep that in mind. Must have emergency vehicle access.
- I feel the money needed to build a bridge could be used for something more important.
- It's difficult - considering the trade offs, steep grades, concern about narrow streets with no sidewalks, disruption of park lands and to some neighborhood residents, parking or no parking. Emergency vehicle access. It would be wonderful to have direct and relatively easy access to both sides of the river by foot, etc.
- I would be more interested in a bridge that would accommodate auto traffic!
- I miss having a way to drive to Oswego -- more interest in building a bridge for cars and bikes.
- Next time separate out landings on one side - perhaps rank type voting : east side winner and west side winner. We need a P&F bridge - we need to have low impact on our Riverville Park. Please investigate tram? Alignments over/near Oak Lodge Water District should be considered with mitigation funds to OLWD.
- The effects of climate change make it important we create transportation options that allow everyone a chance to get out of cars and onto alternative transportation means.
- Why isn't light rail being considered for the bridge? This could be like Tilikum Crossing south!
- Emergency vehicle access important. Community access and parking important. Terwilliger end point needs intermediate (Tryon Park) access.
- Will this bring life to OG businesses? Who will patrol - make sure it is not being camped on? What is impact on crime, bringing homeless into area? How much more bike trail will this give me? Does it connect into anything trail wise for bikes on the west? I want to ride/run farther than Trolley Trail currently permits. How many bikes a day do you predict?
- Any crossing would be nice. Preference is closer to downtown LO. Pdx marathon could shift to a closed off road loop if a bridge happens.
- Parking and emergency vehicle are a must.
- Oak Grove Blvd already has major impact from the boat ramp. If you closed that I would consider the bridge. Parking is a problem, private property impact, LOCR is there--an important kids club -- a delicate sport!
- I do not see this project as fiscally viable. Long term costs, maintenance, staff, residential impact on both sides of the river and the river itself should be enough for a reasonable person to not support this project. Homeowner impact would be horrific as our family is already a victim of the Foothills Park Dock. We were told to give it a chance, it might not be as bad as you think! They were correct, its SO much worse than anticipated. I see the same thing here.
- I am a daily user of the Trolley Trail (with my family) and I would love a connection to LO so that I can more easily utilize businesses there. I also would enjoy a connection to Tryon State Park. We purchased a home here in 2017 because we know this area has enormous potential. I am

hopeful that this will be an option for us in the future. I believe that the critical items for a bridge are: Emergency vehicle access and a connection that isn't too steep.

- Oak Grove Blvd seems like the best east side landing.
- Not sure a good use of money. Ask for money for needed infrastructure and now want to spend \$22mil on bridge -- better uses of money. How many people would use it? Is it seismic in case of earthquake? Would put some houses in shadow of bridge --unacceptable. Limited to no parking is a problem. Neighborhood impact (negative).
- Must have emergency vehicle access. Watch grades to keep them as minimal as possible. Parking access.
- Oak Grove Blvd landing is inferior to all other configurations. Tryon Creek/Terwilliger landing is superior to all other configurations.
- I really hope that this project comes to completion at any of the proposed alignments. The OG connection seems to be the preferred.
- With earthquake considerations, the stability of the land would not be suitable for this project for safety reasons. We need to spend county money elsewhere -- homeless? Improving roads?
- No to all of your bright ideals for our quiet, peaceful neighborhoods. Are the peds and bicycles going to pay anything for construction and use. NO! The tax payers will!!
- My concerns are: Preserve Riverville Park -- there are few places along the river dedicated to passive use. Building a structure that folk would use. Just getting access/egress won't create use--where are folks going and why/how do they best get there?
- I think the bridge is a great idea!
- Discourage parking on east side of bridge in residential neighborhoods. Walking access to Tryon Creek Park and downtown LO a priority.
- I would hate to see use of Riverville Park compromised.
- Great idea.
- We live by Courtney/Fairoaks corner. Love the idea of the bridge but HATE the thought of parking in front of our house!! Could there be "no parking" ordinance for non-residents?
- I would like walking access to the shops in downtown LO.
- As a short-time resident of Rose Villa, I do not have sufficient information to address most of these options. Thanks for the opportunity!
- Concerned about parking on Courtney the area is not designed for this and do not like the impact it will have on the neighborhood. Oak Grove Blvd has more parking and stores. Put MAX in LO if they need more access to public transportation.
- None seems to be worth the cost. As a property owner, Metro already taxes us to death. Traffic is already terrible on River Rd in a.m. and from 4:30 - 6:00 hard to cross both lanes. This would put a huge burden on an overtaxed rd. Main concern: cost!!! Why!! Why now? Not needed at this seems to be a total perk for developers and income for the bridge builders. This is not at all fair to people who live along the development sites. Roads in our area will not support the bicycle traffic. LO is not my concern. My home is on Courtney that is what affect me and our neighborhood.

- Prefer to keep OG esp near the river more peaceful. No extra traffic, no more parking in front of homes to go across to LO. The \$40 to be spent on a recreation bridge is put to much better use improving the current traffic concerns because of the new higher population in our area. Please keep OG quiet, peaceful. Use a kayak if you can't use public transportation or your car to get to the west side!
- A bridge through any neighborhood would adversely affect the homeowner. Add a ped bridge to the train trestle if needed.

Public Input, August 5 & 7

August 5 open house in Lake Oswego

- 47 attendees
- 29 comment forms
(22 indicated they live in Lake Oswego)

August 7 open house in Oak Grove

- 165 attendees
- 87 comments forms
(73 indicated they live in/near Oak Grove)



Metro

Public Input: Comments

- Both support and opposition for bridge from both sides of the river
- Funding/cost concerns
- Support for connecting across the river
- Support for active transportation
- Support for bike trail connections, paths and infrastructure
- Homeless concerns
- Concern about crime
- Concern about neighborhood/property impacts
- Ease of access to the bridge (grade)
- General traffic concerns
 - Neighborhood traffic
 - Increased congestion
 - Minimal impact to existing congestion
- Support for trail connections
- Parking concerns
- Environmental, wildlife, habitat impact concerns
- Support for reduction of single-occupancy vehicles



Metro

Public Input: Aug. 5 & 7

More support from both open houses for looking further at alternatives:

- A-3: SW Terwilliger Blvd to SE Courtney (upper)
- B-3: Tryon Cove (Upper) to SE Courtney (upper)
- D-3: Foothills Park to SE Courtney (upper)



Metro

Public Input Online: July 29 – Aug. 9

602 responses online

- 27% from Lake Oswego
- 37% from or near Oak Gove
- 34% from elsewhere

More support for further looking at:

- A-3/A-2: SW Terwilliger Blvd to SE Courtney or Bluff
- B-3/B-2: Tryon Cove (upper) to SE Courtney or Bluff
- D-3/D-2: Foothills Park to SE Courtney or Bluff



Metro