



Pedestrian/Bikeway Advisory Committee Meeting Minutes
Tuesday, October 1, 2019

150 Beaver Creek Road, Oregon City, OR 97045

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

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

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

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

Representatives: Jamie Stasny – Clackamas County Department of Transportation & Development (DTD) Principal Planner, Joel Howie – Clackamas Co. DTD Engineering Supervisor, Doug Johnson – David Evans and Associates Project Manager, Tonia Williamson – North Clackamas Parks & Recreation District (NCPRD) Trails and Natural Resources Management Analyst, David Snider – City of Sandy Economic Development Manager, Christina Winberry – City of Sandy Long Range Planning Intern

Dick made a motion to approve the September minutes, Joseph seconded the motion and the minutes were unanimously approved by the committee.

6:40 p.m. Public Comment

Tonia told the group about the NCPRD Trails Master Plan upcoming public input opportunity. She said she'll provide more details as soon as they're available.

6:45 p.m. T2020: Clackamas County Corridors

Jamie discussed Metro's T2020 funding measure designed "to invest in a regional transportation system that works for everyone." The measure is in the works and is expected to be sent to the voters and placed on the ballot in 2020. The T2020 corridors in Clackamas County are: Sunrise Gateway/Hwy 212, Clackamas to Columbia (C2C), McLoughlin Blvd, 82nd Avenue, and Oak Grove-Lake Oswego Pedestrian/Bike Bridge. She said the McLoughlin corridor was the corridor most notably identified at the County Local Investment Team (LIT) meetings. There are several project opportunities on McLoughlin, including: Reedway overcrossing, expand Park Ave. LRT Park & Ride, Trolley Trail bridge over Clackamas River, and I-205 ramp improvements. Joseph asked about the added parking at Park Ave Park & Ride, saying it is quite expensive (\$50 million), and that multiple streets could add sidewalk around the area for that cost. Jamie said that was brought up at the LIT, and several members have voiced that opinion.

She then went over the project opportunities at 82nd Ave. including: 82nd/Airport Way interchange, multi-modal connectivity study (Killingsworth to Alderwood), and 82nd Ave/Jonesmore MAX station elevator. The C2C corridor goes from the Columbia River Hwy (I-84) in Gresham south to the Clackamas River (Hwy 212) through Happy Valley. Project opportunities with the C2C include: 181st Ave Safety Improvements, 172nd/190th Connector,

modify 172nd Ave and 190th Ave to urban standards. Jamie quickly went over the Sunrise Gateway/Hwy 212 project because it was covered extensively at the September PBAC meeting. She then went over the OGLO Bridge project, the three alignments that have been chosen for consideration based on feedback through public meetings. She said Metro is trying to push transit onto the bridge, but that would double the cost of the bridge. Joseph said that TriMet doesn't have a plan for a connection there, and it doesn't seem like it's as needed. Jamie said this is the only Tier 2 project in Clackamas County (the others are Tier 1).

7:15 p.m. Trolley Trail Bridge

Joel discussed the Trolley Trail Bridge Feasibility Study for a bike/pedestrian bridge from Portland Ave in Gladstone to the Clackamas River mixed-use trail in Oregon City. The City of Gladstone obtained the funds for the study and Clackamas County is assisting with the project alongside David Evans Consultants. Doug then took over and discussed the project and its benefits for creating a connection along the Trolley Trail and Oregon City. He showed a number of alternative bridge options being considered, noting that the bridge needs to be higher than the 100-year flood elevation. Tonia asked about if this bridge would have been above the 1996 flood, and Joel said it's actually the 2014 flood that was higher in the Clackamas River, and these designs are 3 feet above the 100-year flood stage. Peter asked about pillars in the river and how that affects the bridge price and river banks, and Doug said it would add a cost for the entire bridge project. This bridge would be designed to withstand an earthquake and hold the weight of an emergency vehicle. Del asked what kind of emergency vehicle and Joel said Gladstone has a 22-ton emergency vehicle that would be able to use the bridge.

Doug provided examples of five different bridge designs and a comparison of each regarding permitting, aesthetics, grade, right of way need & cost. Mindy asked about maintenance and Doug said this bridge would (hopefully) be maintenance free, aside from debris from the river. Tonia asked about the McLoughlin Bridge and if it'd ever be updated, Joel said this corridor is a high priority due to a high number of bicycle accidents on McLoughlin. He also said that McLoughlin is an ODOT corridor and a bridge would most likely have a very high price tag.

Joel said comments and questions should be directed toward him, and Scott said to send stuff his way and he'll pass it along to Joel. Tonia asked about this bridge being a T2020 project and Joel said Gladstone submitted a RFFA application for Phase 2 of the project. Mindy asked if this bridge is really necessary, given that the 82nd Ave Water Environment Services bridge is not far away. Doug said that the WES bridge is actually a private bridge that may not be available for bikes and pedestrian use forever, but Joel added that WES doesn't have any intention to remove the pedestrian/bike component. Doug thanked her for her comment.

7:50 p.m. House Bill 2001: "Missing Middle Housing"

Ray went over HB 2001 allowing duplexes on any residence zoned single-family residential. Scott said cluster homes and triplexes will be allowed in certain areas zoned for single-family residential, but the specifics of this are still being worked out by the County. Joseph gave a more detailed description of the bill and how it could apply in the unincorporated areas of Clackamas County. He said the goal is to advise the County on this bill on suggested locations for these higher-density areas alongside bicycle, pedestrian, and transit facilities. Scott said this doesn't have to be done until 2022, and a draft ordinance developed by the County probably won't be developed for at least a year from now.

Ray asked if it's too specific at this point to have PBAC develop a recommendation for the Planning Dept. to focus the more dense housing near transit, and Scott said he feels it's too early. Peter said the goal of this is to just "plant a seed" as this process gets rolling. Kenath said that from a utility standpoint, it may not even be feasible to place these clusters in more rural areas where there's not electric/water supply, compared to something on McLoughlin (for example) that already has capacity larger water supply piping. Mindy said maybe it's in the wording. Ray made a motion to write a letter of encouragement to prioritize missing middle housing in transit and bike/pedestrian corridors in unincorporated Clackamas County, Mindy seconded and it passed unanimously. Kelli asked if this would be something developed for the group to discuss edits at the next meeting, Scott said he'd recommend that, and the Committee agreed.

8:10 p.m. Molalla Forest Logging Road

A pre-application for a development grant was sent by the Canby Pedestrian Bikeway Advisory Committee for the Molalla Forest Logging Road, and Mindy asked for a letter of support for the project related to an old bridge (with washed-out landings) crossing the Molalla River. Kelli made a motion that PBAC develop a letter of support for the Molalla Forest Logging Road bridge project, Ray seconded, and it passed unanimously.

8:15 p.m. Open Committee Discussion

Scott said that he's gotten approval from the County to develop a Clackamas County PBAC logo. Ray made a motion to support the effort to design a unique logo for the Committee, Peter seconded and the motion passed unanimously.

Scott said the RFFA survey is still up, and asked Committee members to make sure to take the survey which has the Courtney Ave Bike/Pedestrian enhancements project on it. He also said it's a competitive grant so the more input provided, the better.

The bike map is still in design, as the County is talking with a bike vendor to possibly have their logo on the map. Scott said the process is slow moving, but process is being made. Del was asking about the Housing Bill and how it affects cities, and Joseph said it's a state mandate that all cities are affected by. The Committee then discussed Milwaukie's T2020 project submittal about a Neighborhood Greenway from downtown heading east along Monroe St.

8:35 p.m. Adjourn

Joseph made a motion to adjourn, Peter seconded, and it passed unanimously.