

Policy Committee (PC)

Meeting Summary

September 6, 2019

9 – 11 am

Milwaukie City Hall

Meeting Objectives

- 1) Present the 10 alignment options and share the three top choices of the Community Advisory Committee (CAC) and the Technical Advisory Committee (TAC) and
- 2) Learn the PC's top three alignment recommendations.

Attendees

PC Members: Mark Gamba, Mayor of Milwaukie; Christine Lewis, Metro Councilor; Jackie Manz, Lake Oswego City Councilor; Paul Savas, Clackamas County Commissioner

Project Staff: Clackamas County: Steve Williams (project manager), Ellen Rogalin; Parametrix: Mike Pyszka; JLA Public Involvement: Jeanne Lawson, Kristen Kibler, Tracie Heidt

PC Member Staff: Tracy Moreland, Clackamas County

Guests: Anatta Blackmarr, CAC; Tina Moullet, CAC; Brock Inman; Julie Budeau; CAC; Michael Dewitz; Lydia Lipman; Lisa Nowak; Alivia Cetas; Marc Laubaugh; Rachel Dawson; Gene Fifield; Jane Civiletti; Tom Civiletti, CAC; Michelle Matt; Myke Landis; Lance Landis; Gerald Fox, CAC; Fred Sawyer; Deborah Bokowski; Chips Janger; Steve Morris; Robert Rose; Bill Osburn; Jeff Gudman, CAC; Thelma Haggemiller; Skip Ormsby, CAC; Andrew Kershaw

Welcome, Meeting Purpose, and Agenda Review

Jeanne Lawson welcomed the PC and announced that she would be the facilitator of the meeting.

Steve Williams noted that the project schedule was moving quickly because the project team would like to provide the PC's recommendation to the Metro T2020 group by the end of September. At the final PC meeting on September 27, the PC will determine whether the project is feasible to move forward.

The project team deemed it more important to conduct a scientific survey of public interest in the bridge rather than conduct another public open house. This survey will help inform the PC's final decision. A third public open house, along with an online open house, will be held later in the process when the product is finalized.

Jeanne reviewed the meeting agenda.

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Opening Public Comment

Lisa Novak -- During my vacation I sat at Riverilla Park to inform visitors about the project and how problematic it would be for the park. It would hurt parking. Riverville Park is a beautiful, active park and place of neighborhood unity and that unity could be torn apart.

Bill Osburn -- I agree with Lisa's points. This is a foolish project that would benefit few people while the rest of the public foots the bill. A bridge that does not also alleviate traffic congestion is not worth building at this time.

Brock Inman -- I agree with the previous two speakers. The brief allotment of time for public comment during today's meeting is indicative of the project's lack of interest in public input. Why are Milwaukie and Lake Oswego at the table if this is a Clackamas County project? I don't want further intrusion into Lake Oswego.

Steve Morris -- I own a house on State Street in Lake Oswego. The project should post all objections to the project on the project website in addition to a good cost estimate. I'm concerned about user access; more parking must be considered. I don't like the northern landing options in Lake Oswego but could live with the southern one. Consider light impacts on neighbors, as well as homeless management.

Bob -- I bike to downtown Portland and Oregon City and would never drive to the bridge. At a time when society needs to reduce its carbon footprint, we should consider this bridge. I don't care which alignment is chosen, as long as a bridge is built.

Presentation of Alignment Alternatives

Mike Pyszka presented the 10 potential bridge alignments (see below), and PC members discussed the alignments and asked questions.

Alignments:

- A-2 SW Terwilliger Blvd to SE Bluff Rd
- A-3 SW Terwilliger Blvd to SE Courtney
- B-2 Tryon Cove (Upper) to SE Bluff Rd
- B-3 Tryon Cove (Upper) to SE Courtney
- C-2 Tryon Cove (Lower) to SE Bluff Rd
- D-1 Foothills Park to Riverville Park
- D-2 Foothills Park to SE Bluff Rd
- D-3 Foothills Park to SE Courtney
- E-4 Roehr Park to Oak Grove Blvd
- F-4 William Stafford to Oak Grove Blvd

Discussion and Questions

Regarding A2, how much would a landing that spanned Highway 43 cost? [That particular cost point is yet unknown but including this element in the bridge would eliminate the need for a

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future project to cross Highway 43, as the Tryon Cove Creek project proposes. A2 and A3 are longer alignments so they would cost more.]

Why was a Bluff Road landing considered if there is no direct connection to the Trolley Trail? [It eliminates neighbor impacts and the team wanted to include such an option. A3 has a better connection to the Trolley Trail.]

What would be the structural impacts to Riverville Park? Would there be support columns that span across the park? [The columns would be 150 feet apart. It would track along the southern edge of the Oak Lodge Water District facility or into the Courtney Road right of way rather than in the park itself. The Bluff Road and Courtney Road alignments have minimal impacts to the park. The bridge would cross over the parking lot but not impact it.]

How much would it cost to extend B2 to cross over Highway 43 at Tryon Creek Cove Park? [The next step in the study will be to do a cost estimate of the three best alignments.]

I am sensitive to the public's and CAC's recommendations on the alternatives and want to support their recommendations.

Mike -- C2 would have more impacts on Tryon Creek Cove Park, as the bridge would have to reach the height to the river. It would land at a lower site and there would be a challenge of BES fill to reduce the length of the bridge. D1 has a great benefit to Foothills Park and trail connectivity, and there is potential parking on site; but it has a significant impact to Riverville Park due to the grade and the compromising of usable space in the park. D2 would be a shorter structure; both D2 and D3 have better connectivity. They meet most of the criteria, cost less and have the best connectivity to downtown Lake Oswego.

Is the high water table a problem? [No.]

Mike – I've been looking at parallel studies for future connections at Foothills Park. E4 from Roehr Park to Oak Grove Boulevard would have a lot of impacts on residents, as people would see the bridge from their front door. It would benefit downtown Oak Grove but has a steep grade to access Oak Grove beyond the landing. Courtney Road has a smaller grade. F4 is secluded on the west side, but ties into an existing trail. There would be significant impacts on both sides of the river, and there are strict zoning and covenant restrictions on the Lake Oswego side.

What is the best alignment option for bicycle commuters who would travel from Oak Grove to Lake Oswego en route to Kruse Way? [The Terwilliger Boulevard landings.]

How wide is the Oak Grove Boulevard right of way? [60 feet. The disadvantage of the Courtney Road landing is that it is narrow and heavily used by neighborhood traffic.]

Summary of Input from Public and Committees

Jeanne reviewed highlights from the July 22nd CAC meeting and outlined themes. The CAC ultimately identified **A3, D3 and E4** as their top three choices. They were not as enthusiastic about E4, but they liked the connection it provided to downtown Oak Grove businesses.

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Kristen summarized the two public open houses, held August 5th and August 7th in Lake Oswego and Oak Grove respectively, as well as the online open house. The approximately 600 people who visited the online open house were self-selected and therefore the survey was not statistically valid. It confirmed, however, what the project team had been hearing from the beginning: there are those who would like a bridge regardless of the precise alignment option and those who do not want a bridge at all. The survey indicated there would be a significant user base. The public's top three choices were **A3, B3 and D3**.

The Technical Advisory Committee's top three choices were **A3, D3 and D2**.

Further PC Discussion

Parking is tighter on the east side than the west side. Housing is denser on the east side and the streets are narrower. On the west side, there is the potential to acquire parking around Foothills Park if needed.

Bicycle commuters are concerned with the high volume of auto/bike/ped traffic on Fair Oaks Avenue. If Courtney Road is a landing point, then a traffic study should be conducted there. The right of way is narrow.

Scheduling the PC to tour the landing sites as a group is a good idea now that we have narrowed them down to three. [Steve will schedule that at the end of this meeting.]

All three alignments the CAC recommended can accommodate EMT access.

Regarding governance of the bridge, representatives of each of the four involved governments have been talking about the process. They will develop a legal agreement if the time comes.

Commissioner Savas noted that he has heard feedback regarding parking concerns on the east side. The project team should factor in whether parking would be available and how it would affect the neighborhood. He has heard more negative feedback from the public than positive but surmised that many of the complaints might fall away now that the alignment options have been narrowed.

Mayor Gamba recommended the team add the following question to the upcoming survey: "How often would you drive your car to the bridge in order to use it?"

Jackie Manz said that her constituents in Lake Oswego have focused on the homelessness issue and crime, and she recognized that parking issues can derail a project. She advised the team to be clear on messaging about the project goal so that people understand that this is a bike/ped bridge only.

The PC members agreed that A3 and D3 are their two top choices and they agreed to D2 as well, despite the fact that they believed Bluff Road is not an ideal landing. This decision paralleled the recommendation of the TAC. The CAC had recommended E4 instead of D2, but due to the residential impacts on Oak Grove Boulevard, the TAC and PC decided against E4.

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Analysis of Transit on Bridge

Steve said there was a recent request from Metro staff for the project to analyze transit on the bridge. The team plans to look at alignment D3 and study how the inclusion of transit would affect the design and costs. Transit in this case would include a small bus but not light rail. Adding a single transit lane would double the width of the bridge and most likely the cost and would have a greater impact to the area due to its size. TriMet has said it is not interested in adding a bus route to the future bridge.

The group was surprised that Metro had made this request so late in the process and was concerned that the public would feel betrayed by this sudden change in scope. Steve said that they would study the transit element as requested by Metro, which is funding this project, but that the PC's final recommendations about the project would be key.

Next Steps

September 19, 6 - 8 p.m. – Community Advisory Committee meeting, Robinwood Station Community Center, 3706 Cedar Oak Drive, West Linn

September 27, 11 a.m.–1 p.m. – Policy Committee meeting, Clackamas County Development Services Building auditorium, 150 Beaver Creek Rd, Oregon City

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

The next steps for this project, if the PC determines it is worth pursuing to the next stage, would be environmental scoping and the governance agreement.

Closing Public Comment

- I live near Oak Grove and moved there because my family and I love the area and love to bike on the Trolley Trail. An Oak Grove Boulevard landing is a good option.
- Have you visited the Courtney landing? It is a dangerous corner and has an existing drainage problem.
- Climate change demands that we consider this bridge. It closes a gap of trail connectivity. I like the option to split the ramps on the Lake Oswego side to serve both locations.
- The Oak Grove area is underserved with parks and Riverville is the best park area, so be sensitive to the impacts for the park. Explain what minimal impact means to the community.
- I recommend that the PC visit each landing site to make a meaningful vote.
- I don't like the rushed nature of the project. The environment around Tryon Creek is fragile with fish life. I don't think this will resonate in the community.
- Are all new bridges required to accommodate EMT vehicles? [No, this is not required for bicycle/pedestrian bridges.]
- There is a legal crossing at E Avenue for bikes. What would be the cost of a bridge or tunnel over or under Highway 43?
- Connectivity is the issue and the project needs infographics on bike/ped information, the height of the bridge, etc. The Mary's Woods connection is also a problem.