

OLD TOWN NEIGHBORHOOD ASSOCIATION

Minutes of the Old Town Neighborhood Association General Meeting Thursday, October 10, 2024

The meeting called to order by the Association Chair, Betsy Wosko, at 7:08 PM in the downstairs Lakewood Center Meeting Room. In attendance in addition to Chair Wosko Board Members present were Secretary Craig Stephens, Director Bruce Glabau, Director Carrie Kaufman, Director Laurie Carlson and Director Jeannie McGuire. About 15 neighbors signed in and four people from other Lake Oswego neighborhoods. Guests associated with the program to address concerns and questions about the pathway to be built in George Rogers Park that will be ADA compliant and link the Willamette River bank and the trail along the River from Foothills Park to the lower Park area where the Historic Furnace is located include the primary presenter, Kyra Haggart (Parks and Rec. public interface), Will Farley (City Traffic Engineer) and Clayton Simon (Lake Oswego Police Captain).

A motion to formally approve the Call to Order and the Agenda was made by Director Carrie Kaufman, seconded and unanimously voted in favor.

A motion to approve acceptance of the minutes as written from the previous General meeting was moved by Carrie Kaufman and seconded and unanimously approved.

-The Treasurer's Report was provided by Treasurer, Laurie Carlson. Laurie said the balance as of this date was \$363.91.

Chair Betsy provided a break with a set of questions for the group modelled on Jeopardy and with categories pertaining to the neighborhood such as the origin of "Street Names in Old Town".

Kyra Haggart then spoke about the trail with a Power Point slide show to provide clarity. She started with the history of the concept of the George Rogers Park (GRP) to Foothills as outlined in the 2001 Open Space Plan and then fast-forwarded to the "Area System Plan" for which voters approved a \$90 million bond and Lake Oswego is to utilize about \$2 million on projects that the City Staff has prioritized and listed based on public input. This path represents the highest priority for citizens in general and those near the project in particular according to polling.

The design details of the trail have been established and the shape is that of a "flying M" with switchbacks and the trail from Foothills connecting at the top of the second hump of the "M". The switchbacks are mandated by the ADA requirement that the slope of the trail be no more than 5% grade. Kyra said the length of the trail is 600 feet and the width will be 10 feet plus a 2 foot gravel shoulder on either side. As to who can use the trail, there was no limit as to bicycles, wheelchairs, walking, skateboarding or anything other than the same uses as the level trails along the Willamette. Regarding safety with the slope and tight radius switchbacks the answer was that the switchbacks will

force slowing down and careful slow movement. There was no indication of the minimum radius or any banking of the turns but there was mention that there will be guard rails on each side of the path in addition to fencing along the river with lockable gates for property owners to cross the path at locations such as Riverbend and apparently that will be done as part of this project or some other way that is concurrent. One person mentioned that signs indicating "private property" without fencing was not working in those areas. Kyra also mentioned that there are some needed improvements along the path from Foothills that will be addressed.

Kyra emphasized that the cost of the project per the City estimate is \$880,000, not the much higher numbers that some might have assumed. Kyra said that of course the actual bids will set the cost so this estimate is just that, an estimate.

A discussion was held regarding limits on usage for motorized vehicles, skateboards and electric bicycles along with the wheelchairs, bicycles and walking traffic. It is assumed that bicycles will be slowed by the hairpin turns and be consistent with walking speed of 4 mph. The comment was made that going uphill on a bike could be that slow but normally on a straight path it is difficult to go that slow on a bike but it is typically not a problem on a straight and nearly level path. Problems are not expected to be different and courtesy maintained on this access path to the river. The discussion included the questions that are being discussed elsewhere such as the state legislature as to the categories of electric assisted bikes and the enforcement of safety rules and laws based on age and speed. Both Will Farley and Captain Clayton Simon provided context and background. Captain Simon said that response to any call would be answered with a response and that Park Rangers and Community Service personnel could also help in certain situations. Kyra mentioned that Lake Oswego Parks are maintained at an exceptionally high level of cleanliness and there was general agreement.

Kyra said that the neighborhood would be kept informed at all steps during construction and that part of that would include a web page to be established. She said that she would be the dedicated contact person. Kyra reviewed a list of questions that had been assembled and posted on our neighborhood web site. Some of the answers were repeats of parts of her earlier presentations but she provided a review to make sure all questions were answered. The categories of questions included the following: Timing, Security, Expectations for Neighbors (and a Contact Point), Signage (and Fencing) Prohibiting Private Property Access, Landscaping and Budget.

The issue of dispatch of police to any incident requiring intervention such as trespass and hostile behavior was addressed by Captain Clayton Simon of the LO Police Department. He said that the police will respond to any call. Those present verified that was their experience. He mentioned that Park Rangers (there are two) and Community Service Officers can intervene also but not make arrests.

Kyra said that the funding is adequate for completion of the project. She said maintenance funding was expected to be no problem and that in some ways the path would make it easier. There will be no increase to the cost of insurance for the City, this is already covered with the existing policy. She said that the Park Rangers would frequent the area as they do now to address any issue and maintain cleanliness. She said that it is quite possible that someone could have intentionally spent the night in one of the restrooms but that they are locked remotely at night so it might appear that someone has locked themselves in when in fact the doors simply were locked for the night remotely and

automatically. She said that the water access was not being changed and mentioned again the gates allowing cross-through for residents on the river to get to the river but that others would not be able to open the gates in the fencing.

Kyra said that this project did not entail other changes to the Park. Problems with the sculpture (known as "the bones") were discussed but the repair and eventual disposition is not part of this project and was not known to the presenters.

There was a discussion about the long-term plan to provide a continuous greenway path to Portland and some speculation of what that might look like. One scenario mentioned was an underpass of Highway 43 with a path alongside Tryon Creek and that path to continue and join with the Terwilliger path. Recently a study was made of the feasibility of another possible connection route, a pedestrian bridge parallel to the railway bridge. Connecting the Foothills path to the base of that bridge on the Lake Oswego side would then access a path on the Oak Grove side. That plan was abandoned because of objection to the imposition on neighbors on the Oak Grove side plus elevation negotiation difficulties. The conversion of the Lake Oswego to South Waterfront rail line to an open path (or tunnel), espoused by at least one person in the past, has not been well supported because of objections from neighbors and those restoring the former trolley. None of these ideas are now active to the knowledge of those in the room and this river access path in GRP is needed for its own sake.

Since all issues had been addressed to the satisfaction of all present by Kyra Haggart, Captain Clayton Simon and Traffic Engineer Will Farley, Chair Betsy thanked our guests for their participation and asked for nominations to the Old Town Neighborhood Association Board for 2024/2025. Hearing none, Betsy called for a Motion to Adopt the same slate of Officers and Directors as are currently serving since all are willing to be reappointed. Carrie Kaufman so moved, the motion was seconded and unanimously approved.

Chair Betsy then called for a motion to adjourn. Carrie so moved, a second was heard and the motion to adjourn was unanimously approved.

Minutes respectively submitted by Secretary Craig Stephens