

# OAK GROVE – LAKE OSWEGO PEDESTRIAN/BICYCLE BRIDGE FEASIBILITY STUDY

CAC Meeting #2

July 22, 2019



**Parametrix** Metro



# Agenda

- Welcome
- Study Overview and Schedule
- Evaluation Criteria and Values
  - Technical staff, Community, Policy Committee input
- Potential landing locations and alignments
  - Group discussion (committee group tables & public discussion tables)
  - Group report back
  - Input on alignments
- Public Comment
- Next Steps, Public Meetings



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# Purpose of Study

Analyze the feasibility of a pedestrian and bicycle bridge over the Willamette River:

- Engineering and environmental feasibility
- Level of support
- How would the City, County, and regional governments work together for construction and maintenance

In other words – *can* we and *should* we build the bridge? If the answer is *yes*, *design* comes later.



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# Schedule

May/June 2019	July 2019	August 2019	Sept 2019	October 2019
CAC#1 / PC#1 Online survey	CAC#2	Open houses PC#2	CAC#3 / PC#3 Open House	Feasibility Study Complete
Values and Criteria	Review landing locations and bridge types	Governance topics	Recommend landing location Next steps	Next steps?



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# Technical Criteria from Agency Staff TAC

- Connectivity and Safety
- Environmental Impacts
- Compatibility with Recreational Goals
- Compatibility with Existing Developments and Neighborhoods
- Cost and Economic Impact
- Compatibility with adopted plans



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# Values Discussion

## What we heard from CAC

Existing Developments and Neighborhoods 4

- Parking on East side (lack of)
- Stairs TO connect courtyard (or ramp)
- Landscaping Footprint on East side (smaller better)
- Grade on East side
- Minimize construction Impacts



Connectivity and Safety #2

- Connect to Trolley Trail / River Rd crossing
- Priority to existing trails
- Crossing of 43 to Bryan Creek Park
- Mutating Options for dense populations for
- be traversed by
- to Light Rail



Connectivity + Safety 4

- Mobility challenged convenience
- Slower / older walkers (ADA)
- ~~ADA~~
- Equitable Access
- Convenience For commuters (bike)
- TO Business in Oak Grove + Lake O.
- Reduced conflicts w/ cars



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# What we heard from Policy Committee

- ✓ Support TAC criteria
- ✓ Support CAC values
- ✓ Discussions about emergency vehicle access

## 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 West 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 connector roads (Hwy 43)
- ✓ Security for neighbors and uses
- ✓ 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 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 zoning 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.

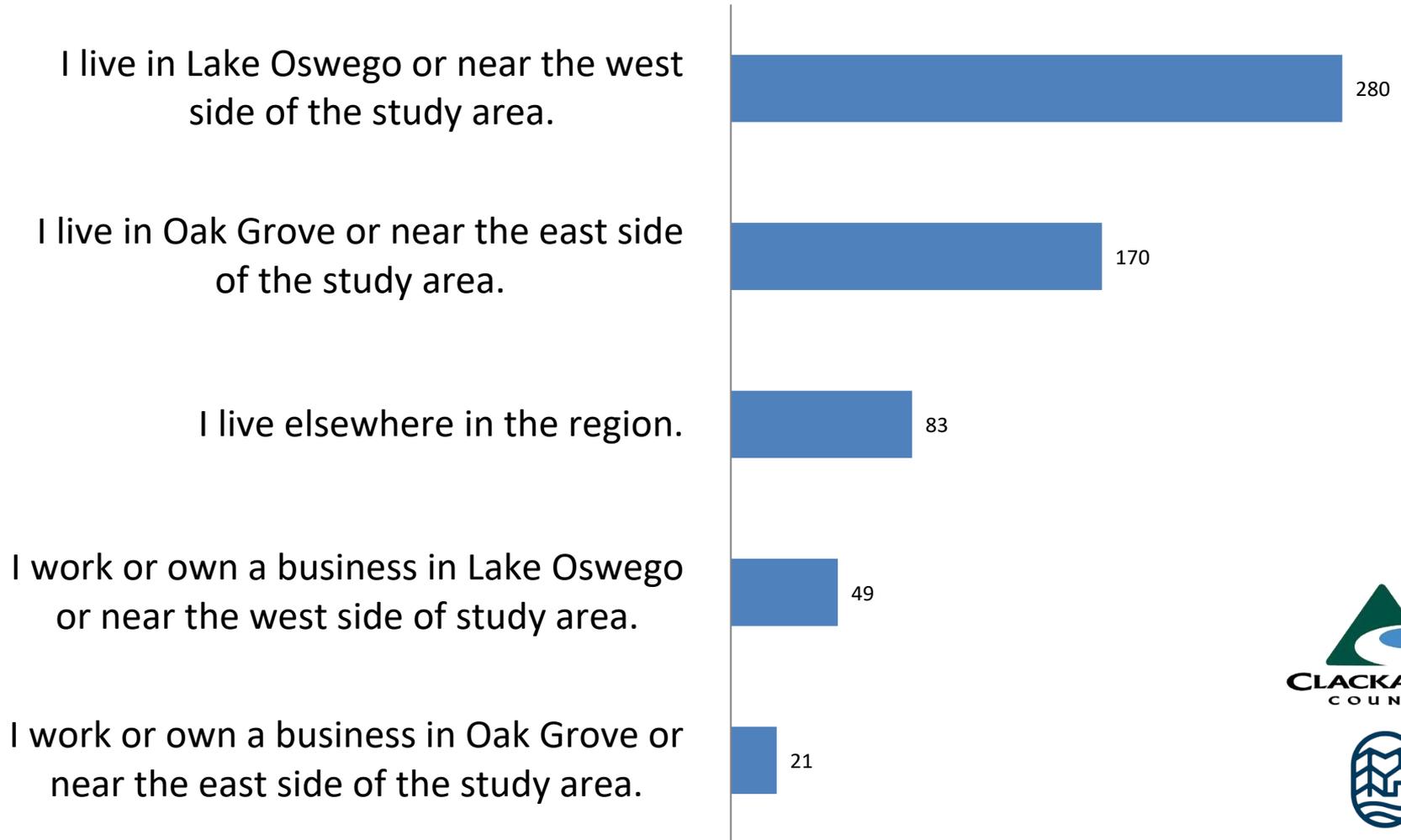
- ✓ Plan for future growth
- ✓ Support plans for more walkable/accessible communities



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# Community Input

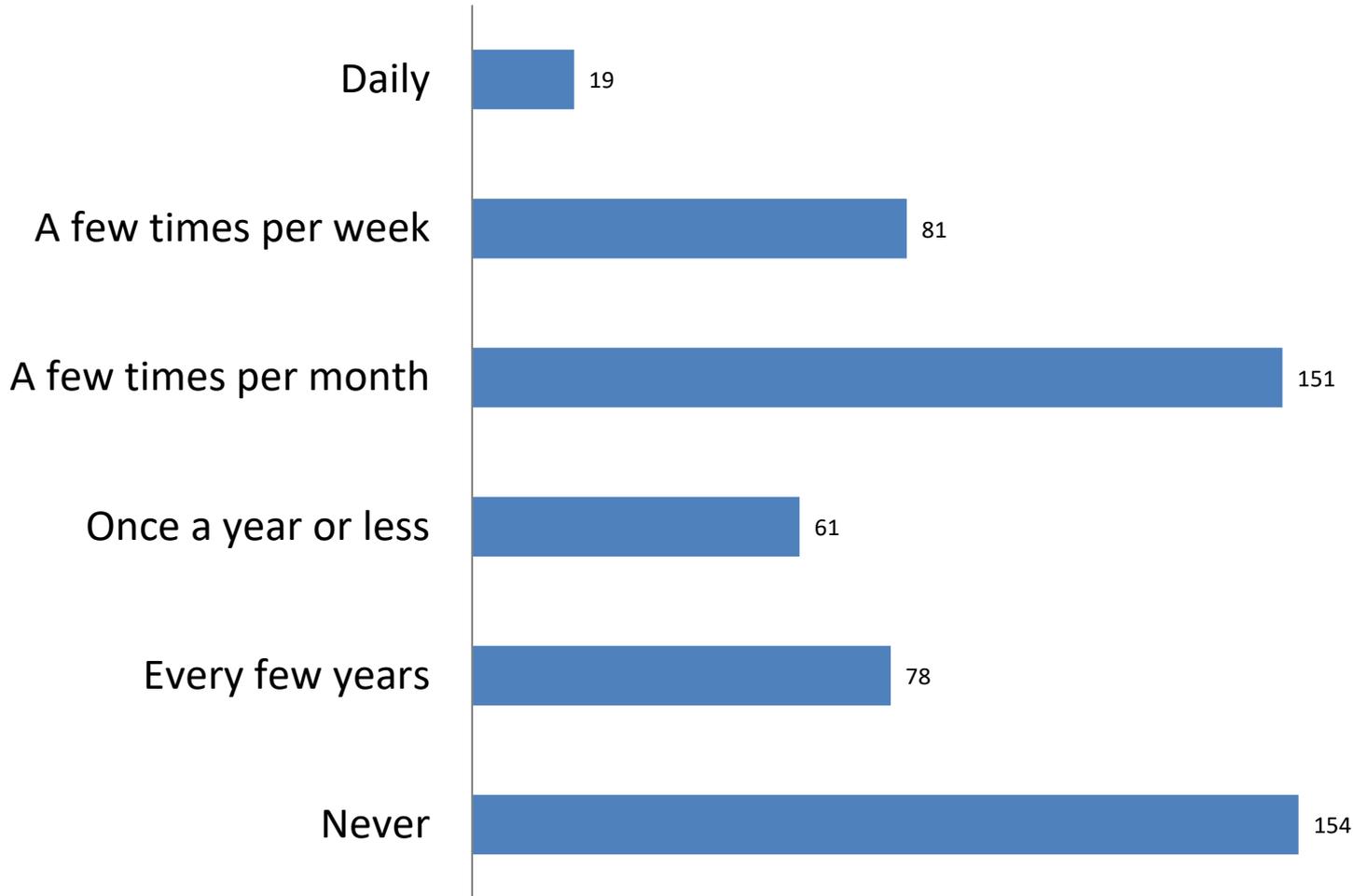
## Online Questionnaire May/June (more than 540 responses)



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# Community Input

## How often would you use the bridge?



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# Community Input/ Comments about a bridge

- General support
- Funding/cost concerns
- Support for connecting across the river
- Safety (general)
- Support for active transportation
- Homeless concerns
- Support for bike trail connections, paths, and infrastructure
- Ensuring ease of access to bridge and to connection trails
- General opposition
- Concerns about increased crime on the bridge and on the LO side
- Concern about neighborhood/property impacts
- Ease of access to the bridge
- General traffic concerns
  - Neighborhood traffic
  - Increased congestion
  - Minimal impact to existing congestion
- Support for trail connections
- Parking concerns on either side of the river
- Usage justification and concerns
- Environmental, wildlife, habitat impact concerns
- Support for reduction of single occupancy vehicles



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# Potential Landing Locations Alignments

# Bridge Parameters

- ✓ Meet ADA guidance - 5% grade or less
- ✓ Have substructure – columns – that touch ground or in-water
- ✓ Require clearance heights:
  - Over river - 74'
  - Over rail – 26'
  - Over roads or driveways – 16'
- ✓ Bridge width approximately 16-18'
  - 14' usable width for pedestrians/bicycles, additional space for railing
- ✓ Would connect to regional trail network, but in different ways
  - May need sidewalk, street improvements to access network
- ✓ Take off and touch down on public property
- ✓ Emergency vehicle access - All bridges would be able to carry weight of emergency vehicle, like police car or ambulance. However, access to bridge would need to be looked at.



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# Connecting to Regional Trails



Connection trails on both sides of the river

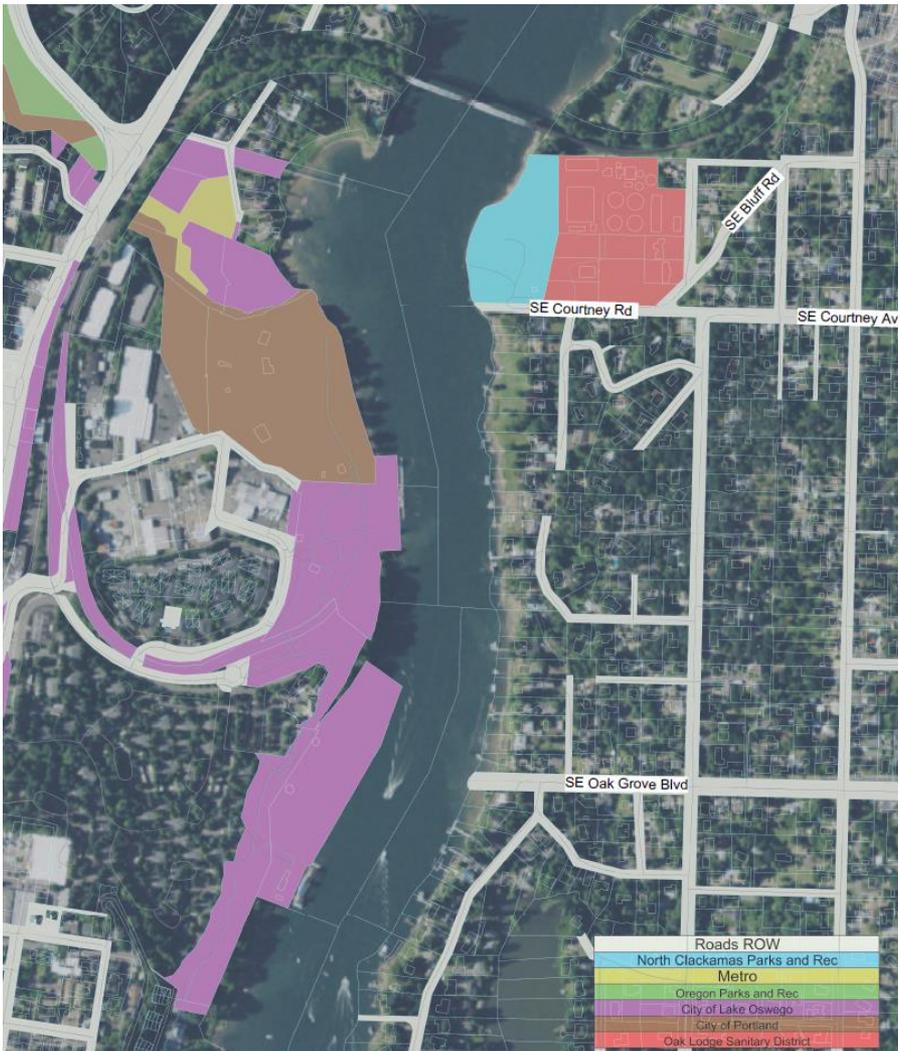
- #54 Trolley Trail
- #61 Willamette River Trail
- #5 Bridgeport to Milwaukie



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# Public land inventory

- New bridge landing options within public ROW
  - East side
    - Rivervilla Park
    - Courtney/ Bluff Rd
    - Oak Grove Blvd
  - West Side
    - Tryon Cove Park
    - Foothills Park
    - Roehr City Park



# Not Considered or Eliminated

## Not Considered

- Alignments in railroad bridge right-of-way

## Not advanced for Consideration by TAC

- Alignments that land at Stampher Road Boat Dock (west side), renders existing ramp and boat dock unusable

## Keep in mind for discussion...

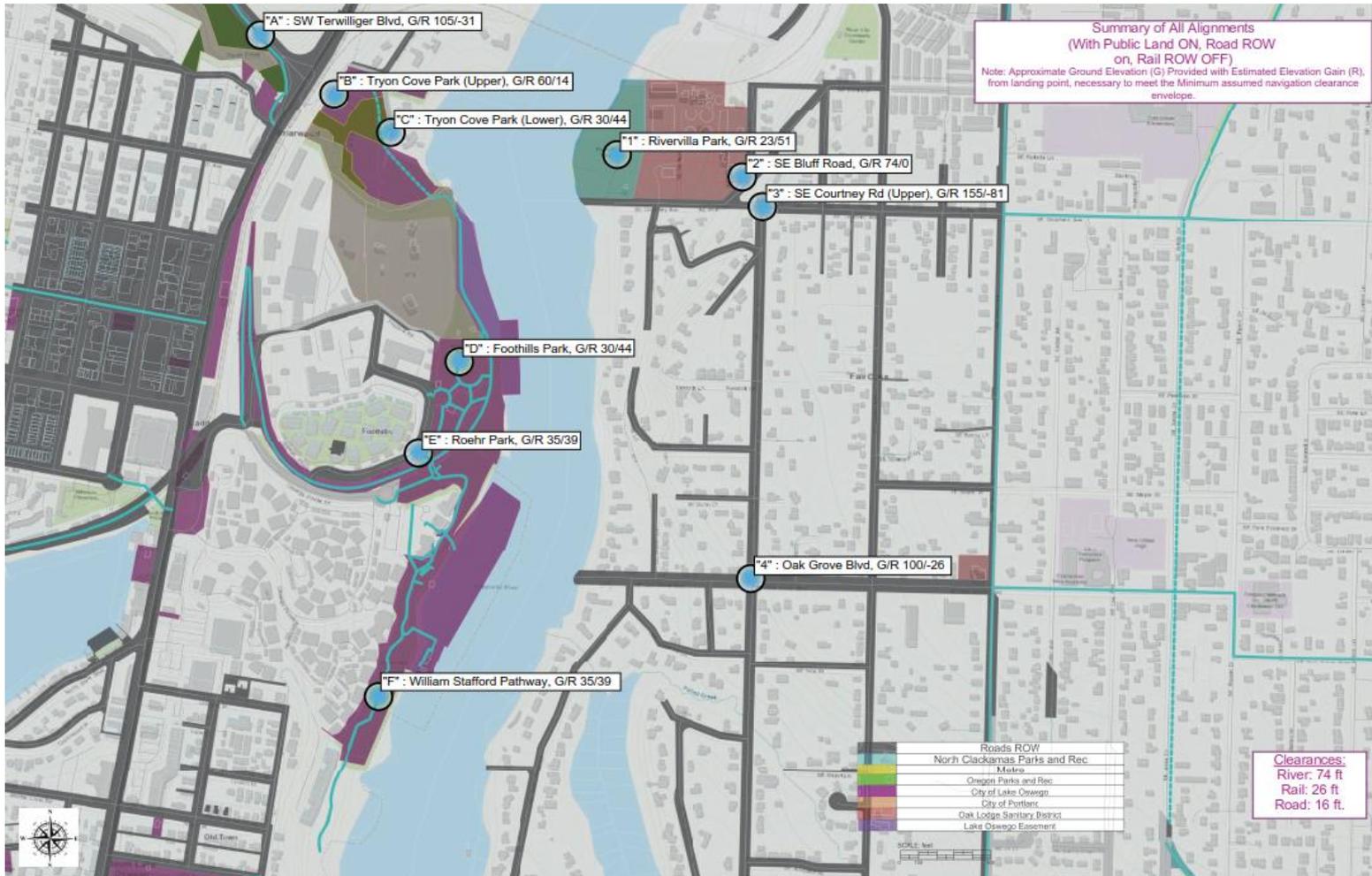
Additional input from TAC/CAC/PC shaped what you will see.

- Alignments at River Villa should minimize impact to park
- Alignments show which allow for emergency vehicle access



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# Overview of Landing Locations/Alignments



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# Group Discussion

Discuss landing locations and alignments

Strengths?

Weaknesses?

How do they respond to criteria/CAC discussion?

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Groups report back

Individual input on alignments

# Next Steps

## Open houses to review and comment on landing locations/alignments

- July 29 – August 9 online open house  
[www.clackamas.us/transportation/oglo](http://www.clackamas.us/transportation/oglo)
- Aug. 5 – 6-8 p.m.  
Lake Oswego Maintenance Center, 17601 Pilkington, Lake Oswego
- Aug. 7 – 7-9 p.m.  
Rose Villa Performing Arts Center, 13505 SE River Rd, Oak Grove

## Next Policy Committee Meeting

- Aug. 16 – 8-10 a.m.  
Milwaukie City Hall Council Chambers, 10722 SE Main Street, Milwaukie



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# Thank you!



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