

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

Policy Committee

Meeting #3

October 25, 2019



# Purpose of Meeting

A work session for the Policy Committee to discuss and recommend:

1. Does this project appear potentially feasible based on the information provided so far?
2. Should this project move forward for further study?
3. If so, should transit continue to be considered?



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# Agenda

- 11:00 Welcome
- 11:10 Review of Public Involvement and Opinion Poll
- 11:30 Bridge Alternatives
- 12:05 Public Comment
- 12:35 Discuss and Recommend
- 12:55 What's Next
- 1:00 Closing



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# Oak Grove-Lake Oswego Ped/Bike Bridge Feasibility Study Area



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# Public Involvement: Input Questionnaire May – June 2019 (546 responses)

## **1. What people want to know about a possible bridge**

- Funding
- Traffic
- Safety
- Access

## **2. Do people think they would use a possible bridge**

- 250+ would use the bridge several times a month or more
- 154 would never use the bridge

## **3. Where respondents live, work or own business**

- Lake Oswego                      329
- Oak Grove                            190
- Elsewhere                            83



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# Public Involvement: Open Houses & Public Meetings

## **Open Houses on Possible Alignments**

Online Open House - July 29 - Aug. 9, 640 Participants

In-person Open Houses:

- Aug. 5; Lake Oswego - 47 participants
- Aug. 7; Oak Grove - 165 participants

## **Committee Meetings with Public Input Opportunity:**

Community Advisory Committee – 3 Meetings

Policy Committee – 3 Meetings



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# Public Involvement: Additional Public Outreach

- Presentations to Community Groups
- 4,346 Postcards mailed to Lake Oswego & Oak Grove residences
- Social media in project area – Facebook, Twitter, Nextdoor
- Media releases
- Website



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# Survey Summary Report

Riley Research Associates (RRA) conducted a scientific poll to determine perceptions about the proposed bridge.

- 401 residents in Lake Oswego, Oak Grove, & Milwaukie
- Equal outreach on both sides of the river
- Included 8 questions plus demographics
- Representative of registered voters in terms of:
  - Gender
  - Age (slightly more senior citizens)



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# Scientific Random Sample Phone Survey

## September 2019

### **Support the idea of a bridge at this location?**

- 63% Yes
- 28% No
- 9% Unsure

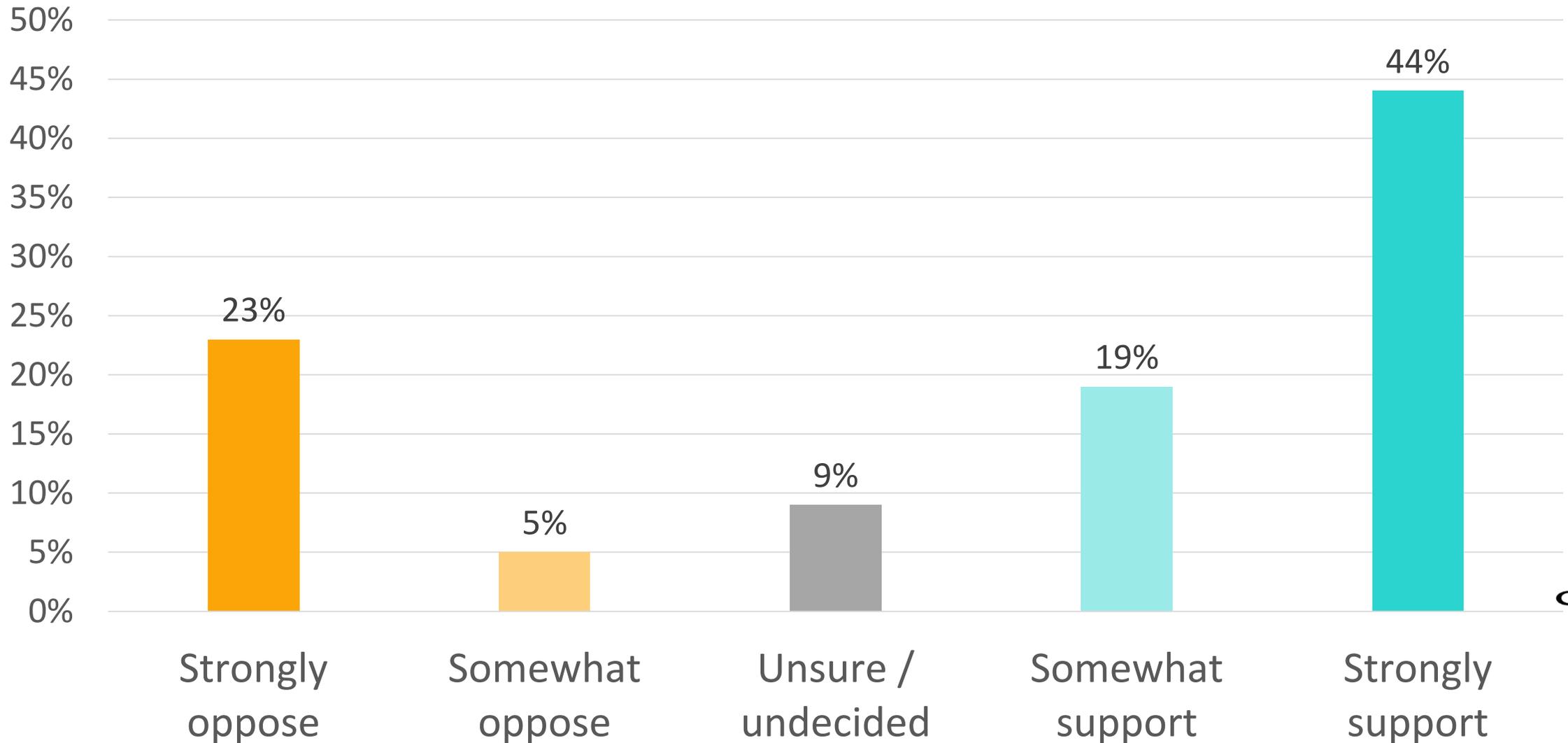
### **Support on east and west side of Willamette River:**

- 71% support: Oak Grove/Milwaukie
- 55% support: Lake Oswego



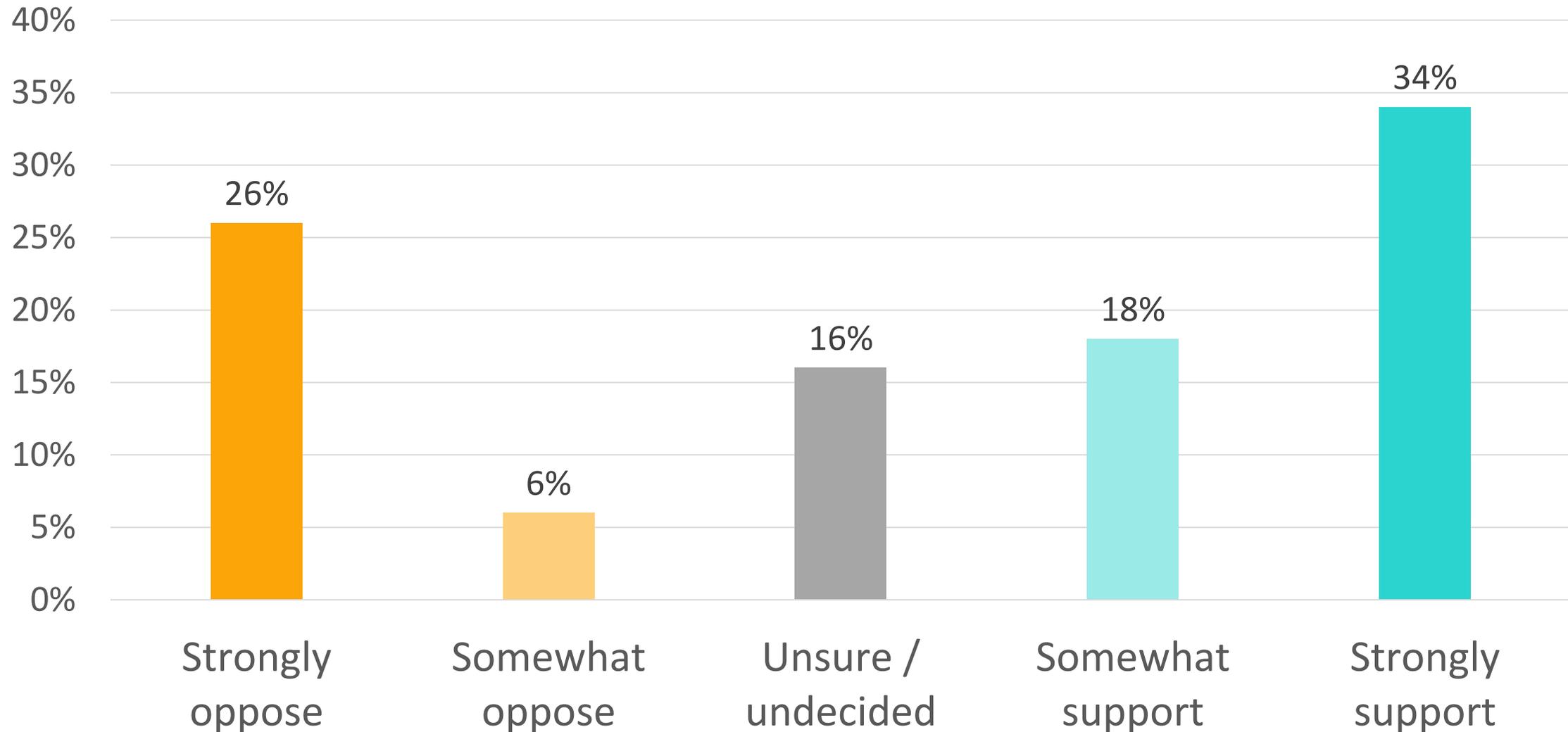
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# Level of Support for Further Study (total of 401)



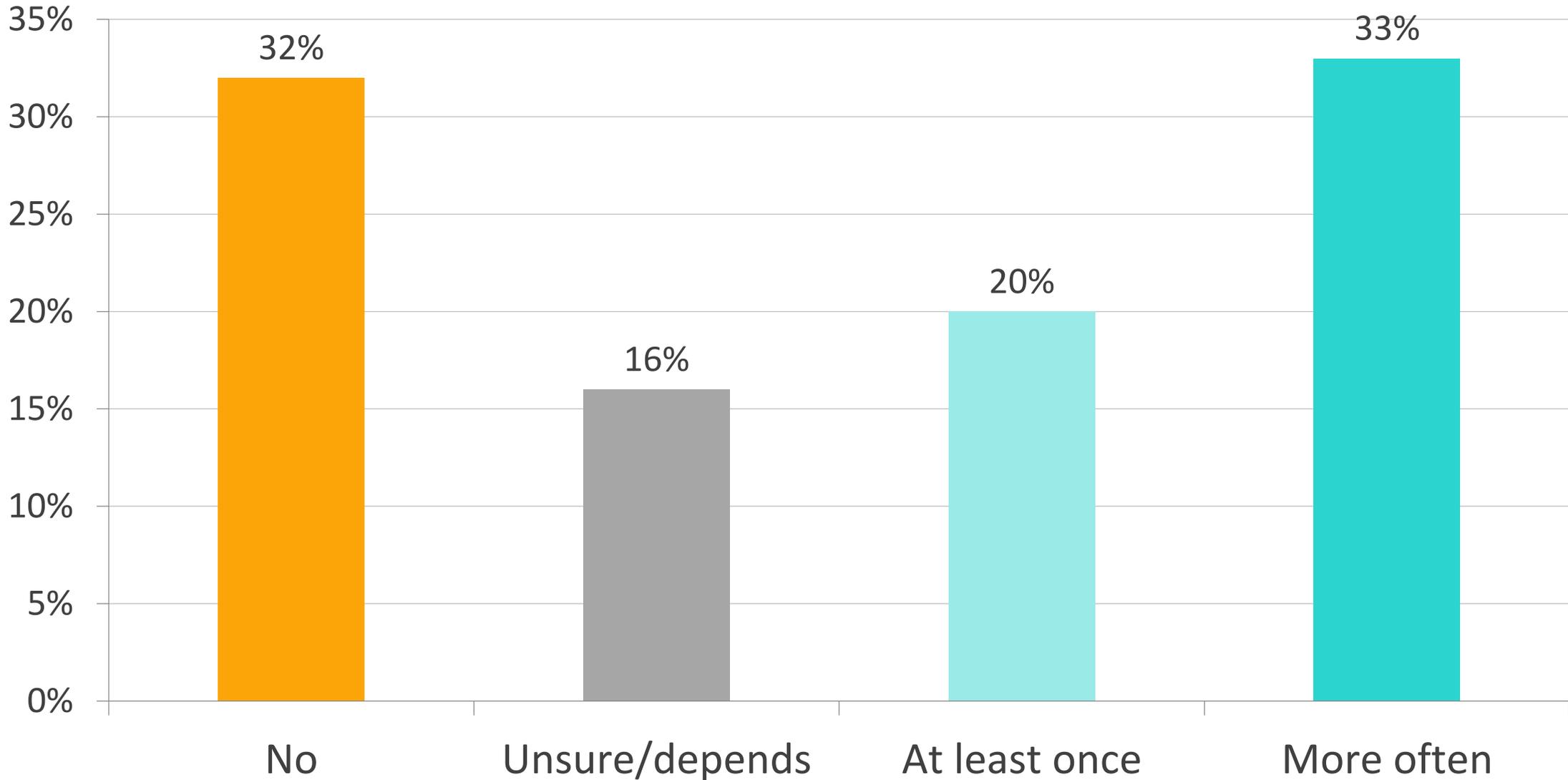
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# Level of Support for Further Study with Transit



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# Expected Use by Respondent or Family Members



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# Level of Support by Area or Age

	Total	Region		Age			
		West	East	18-34	35-44	45-64	65+
<b>Total Sample</b>	401	197 - 49%	204 - 51%	26 - 6%	59 - 15%	151 - 38%	165 - 41%
<b>Strongly support</b>	44%	41%	47%	42%	53%	49%	37%
<b>Somewhat support</b>	19%	14%	24%	31%	12%	17%	21%
<b>Unsure / undecided</b>	9%	10%	8%	12%	5%	10%	9%
<b>Somewhat oppose</b>	5%	4%	6%	4%	5%	5%	5%
<b>Strongly oppose</b>	23%	31%	15%	12%	25%	19%	27%



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# Example: Saltwater State Park, Des Moines, Iowa



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# Example: Tussing Park Bridge, Grants Pass



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# Example: Darlene Hooley Bridge, Portland

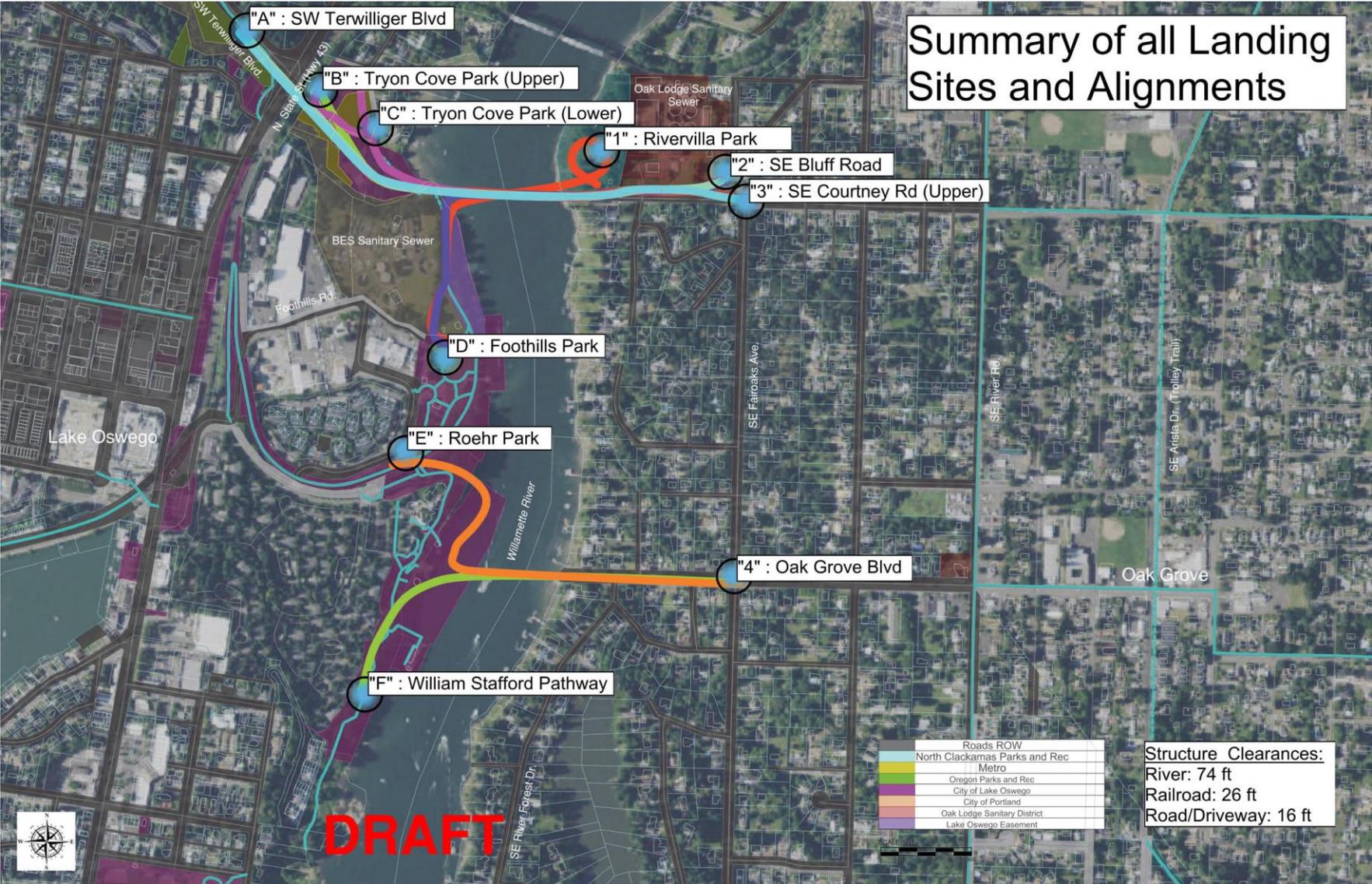


# Example: Darlene Hooley Bridge, Portland



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# 10 Bridge Alignments Considered



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# Possible Oak Grove Bridge Landing Sites



Bluff Road  
Landing

Courtney Ave  
Landing



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# Possible Tryon Cove/Terwilliger Landing Sites

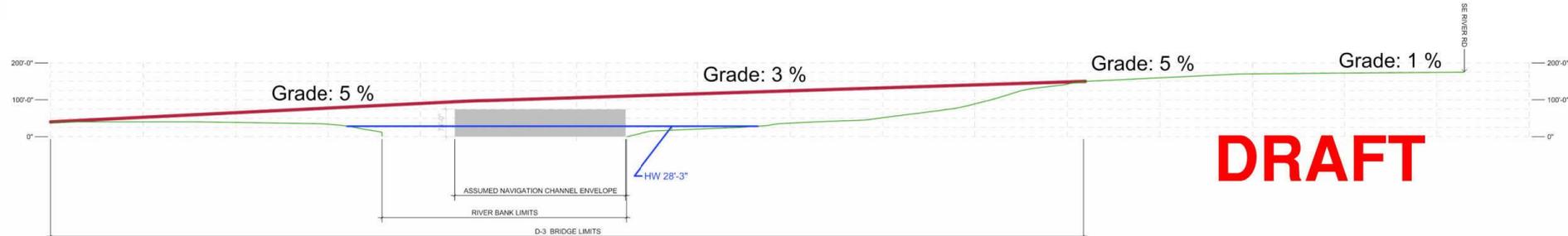


# Possible Foothills Park Landing Site

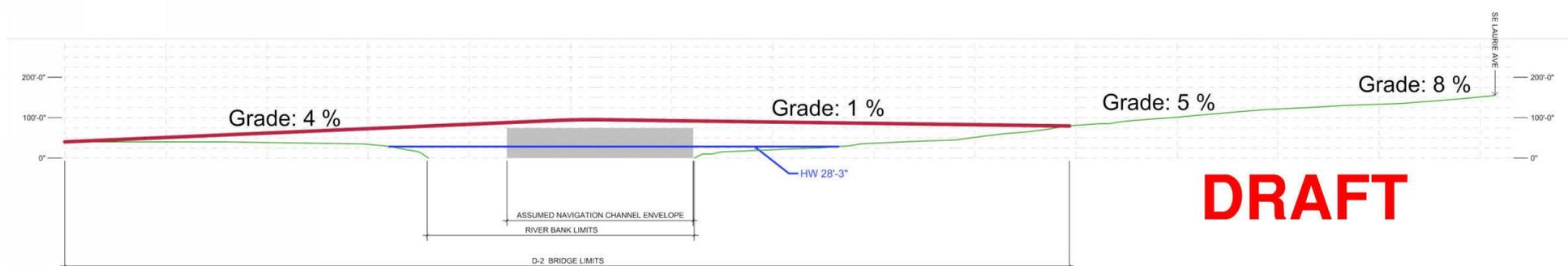


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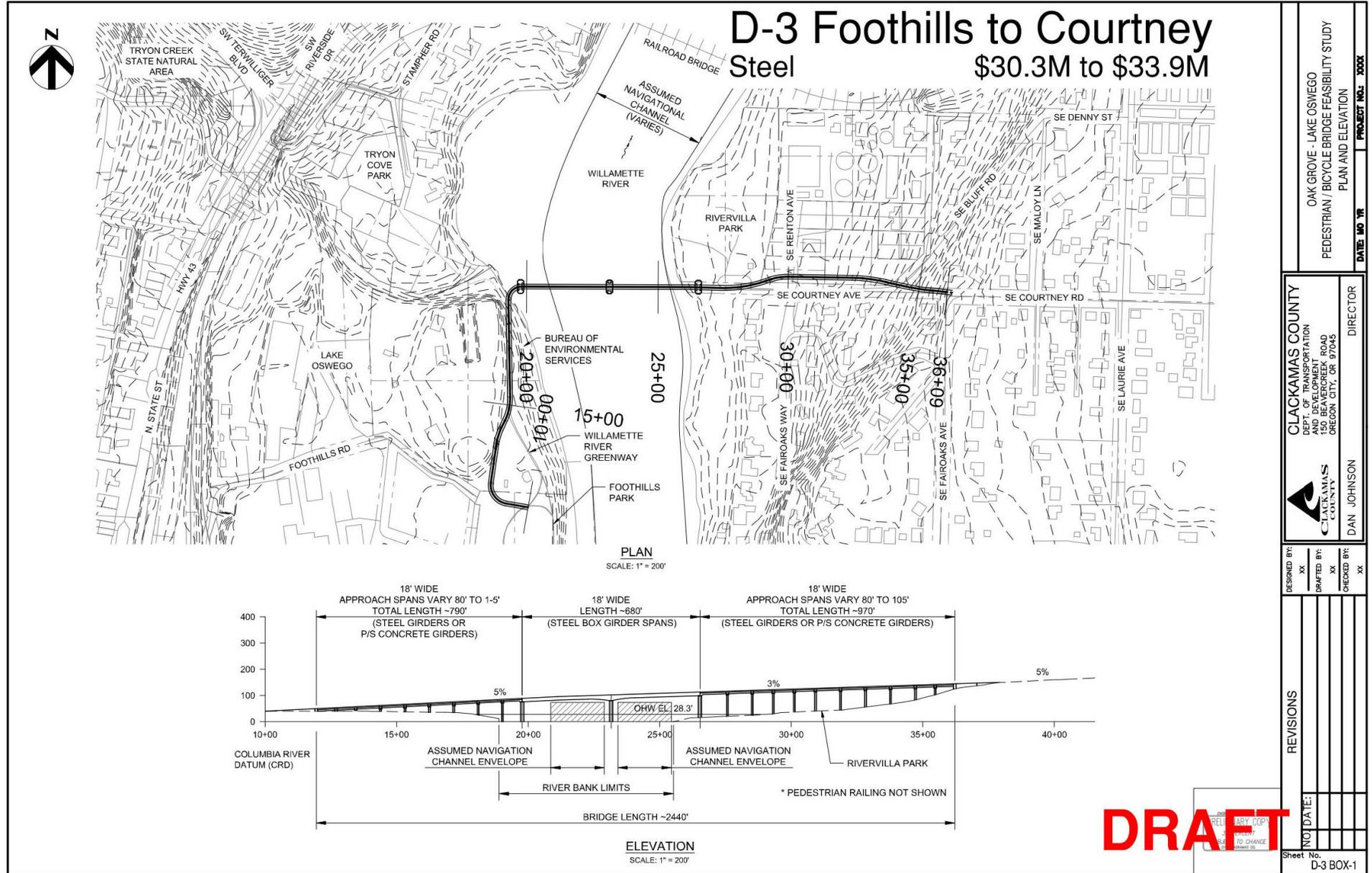
# Top Public Preference (57%)



# 2<sup>nd</sup> Public Preference (54%)



# Foothills Park to Courtney Concept



OAK GROVE - LAKE OSWEGO  
PEDESTRIAN/ BICYCLE BRIDGE FEASIBILITY STUDY  
PLAN AND ELEVATION  
DATE: 10.19 PROJECT NO.: 3006

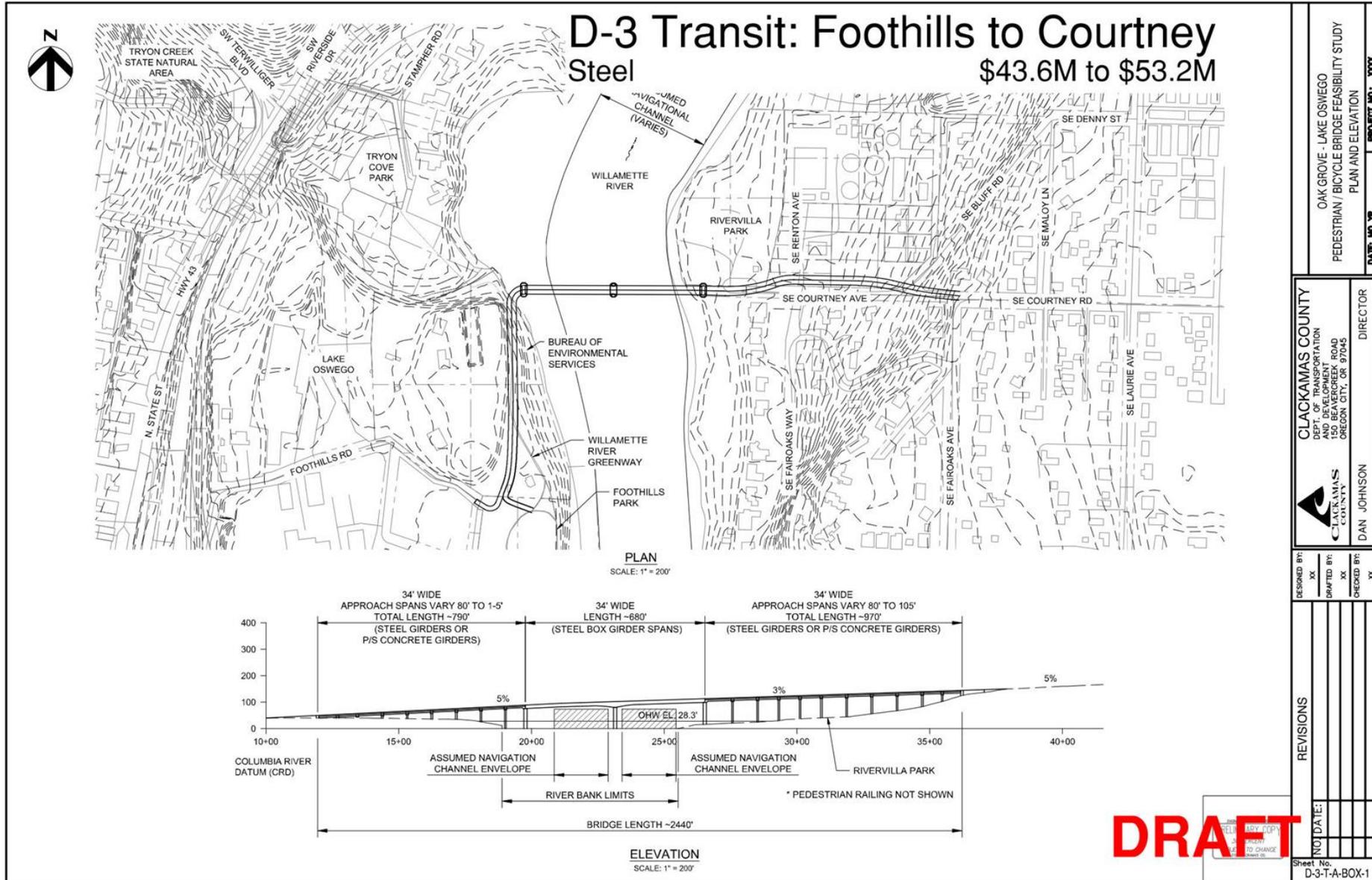
CLACKAMAS COUNTY  
DEPT. OF TRANSPORTATION  
150 BEAVERCREEK ROAD  
OREGON CITY, OR 97045  
DAN JOHNSON DIRECTOR



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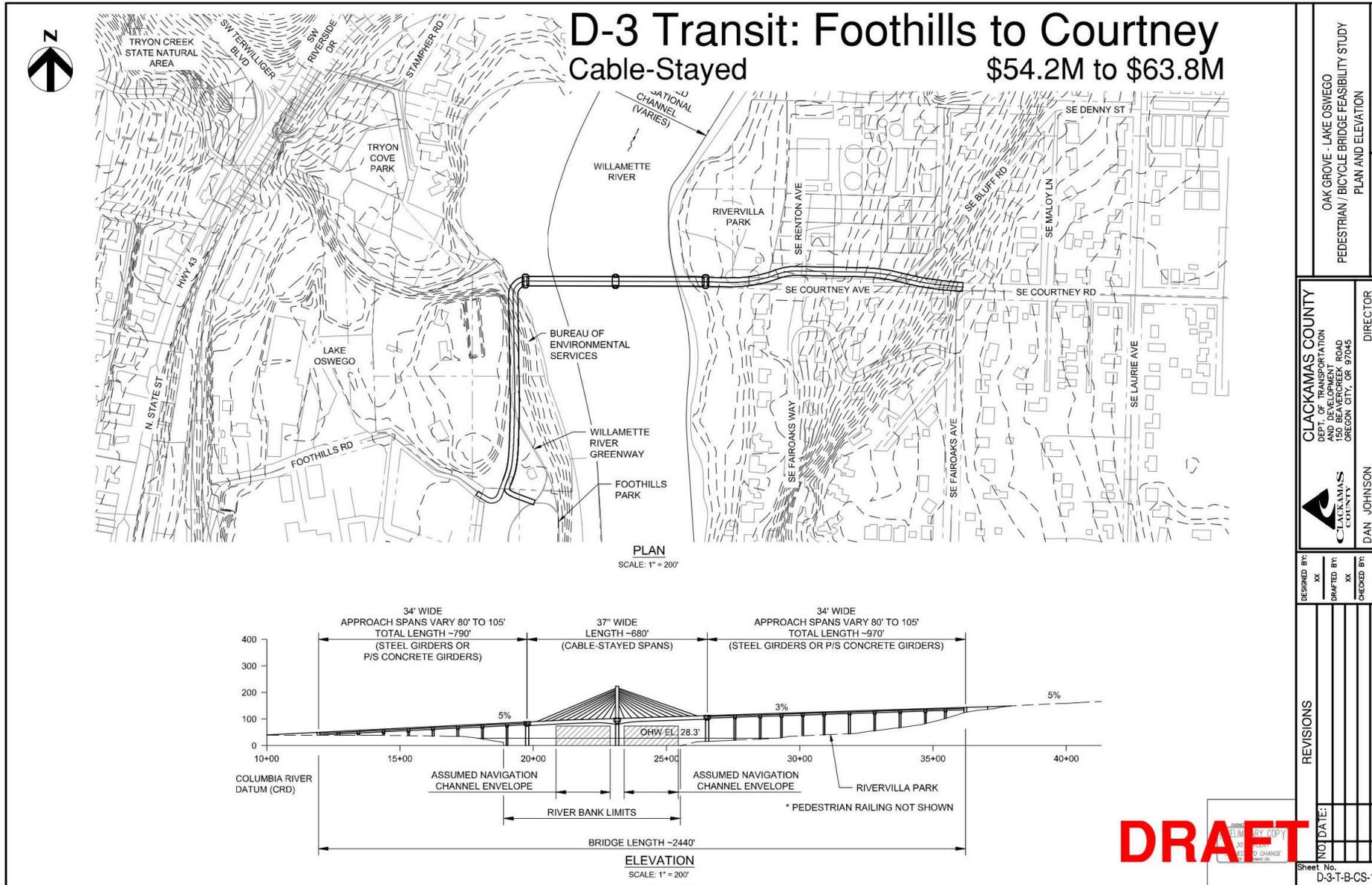
# Foothills to Courtney Concept with Transit



OAK GROVE - LAKE OSWEGO PEDESTRIAN / BICYCLE BRIDGE FEASIBILITY STUDY PLAN AND ELEVATION		DATE: 10.19.17	PROJECT NO.: 2002
 <b>CLACKAMAS COUNTY</b> DEPT. OF TRANSPORTATION 150 BEAVERCREEK ROAD OREGON CITY, OR 97045		DAN JOHNSON DIRECTOR	
DESIGNED BY: XX	DRAFTED BY: XX	CHECKED BY: XX	NO DATE:
REVISIONS NO. DATE:			
Sheet No. D-3-T-A-BOX-1			



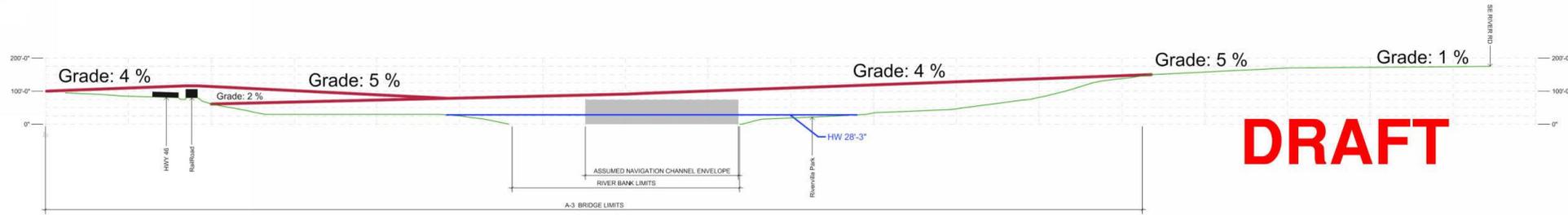
# Foothills to Courtney "Cable-Stayed" with Transit



OAK GROVE - LAKE OSWEGO PEDESTRIAN / BICYCLE BRIDGE FEASIBILITY STUDY PLAN AND ELEVATION DATE: MO. YR. PROJECT NO.: XXXX	
CLACKAMAS COUNTY DEPT. OF TRANSPORTATION 150 BEAVERCREEK ROAD OREGON CITY, OR 97045	DIRECTOR DAN JOHNSON
DESIGNED BY: XX	REVISIONS
DRAFTED BY: XX	
CHECKED BY: XX	
NOT DATE:	
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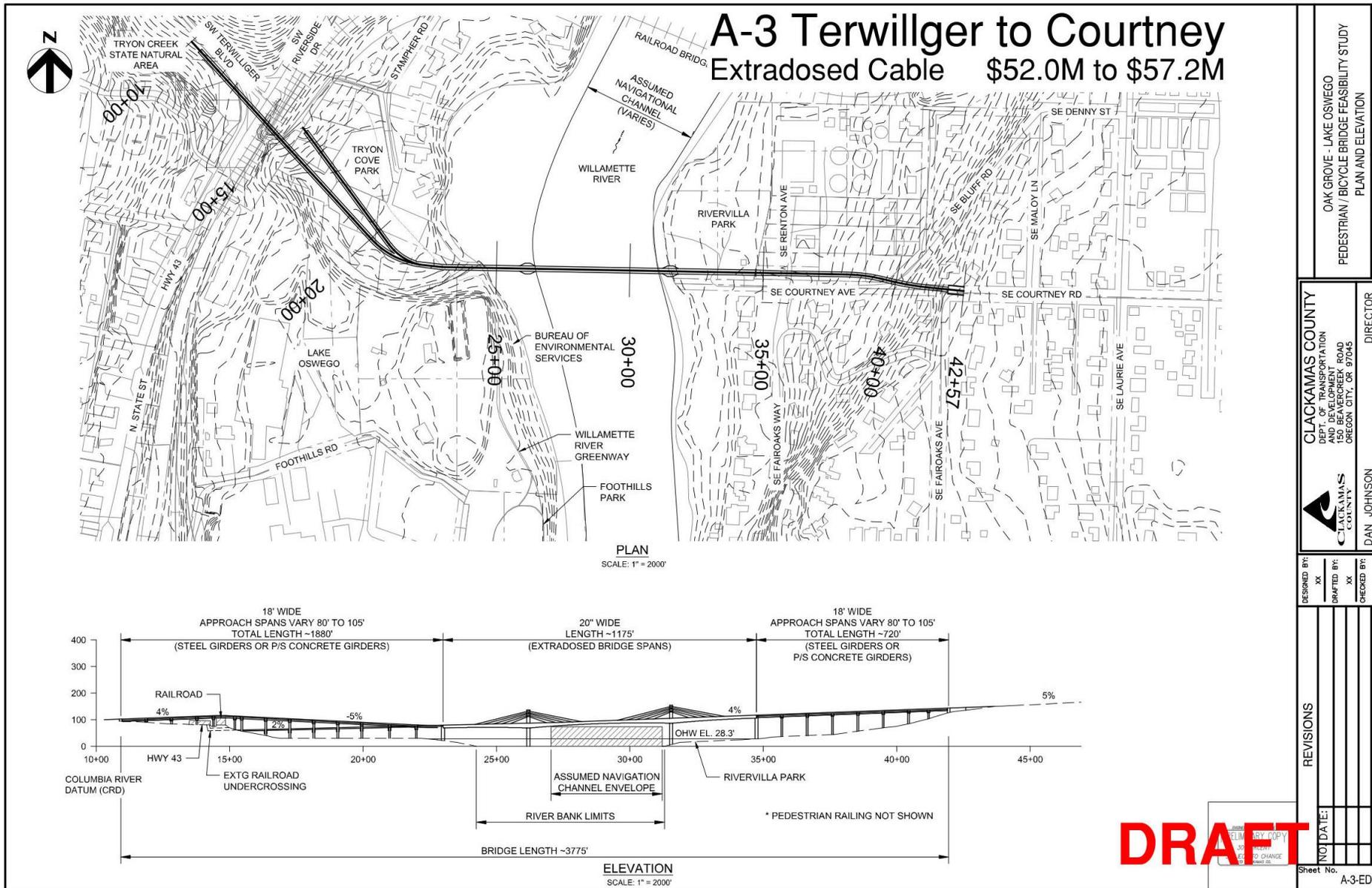


# 3<sup>rd</sup> Public Preference (52%)





# Terwilliger to Courtney "Extradosed" Concept



OAK GROVE - LAKE OSWEGO  
PEDESTRIAN / BICYCLE BRIDGE FEASIBILITY STUDY  
PLAN AND ELEVATION  
DATE: 10/19/11  
PROJECT NO.: 3000

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DEPT. OF TRANSPORTATION  
150 BEAVERCREEK ROAD  
OREGON CITY, OR 97045  
DAN JOHNSON  
DIRECTOR

DESIGNED BY: XX  
DRAFTED BY: XX  
CHECKED BY: XX

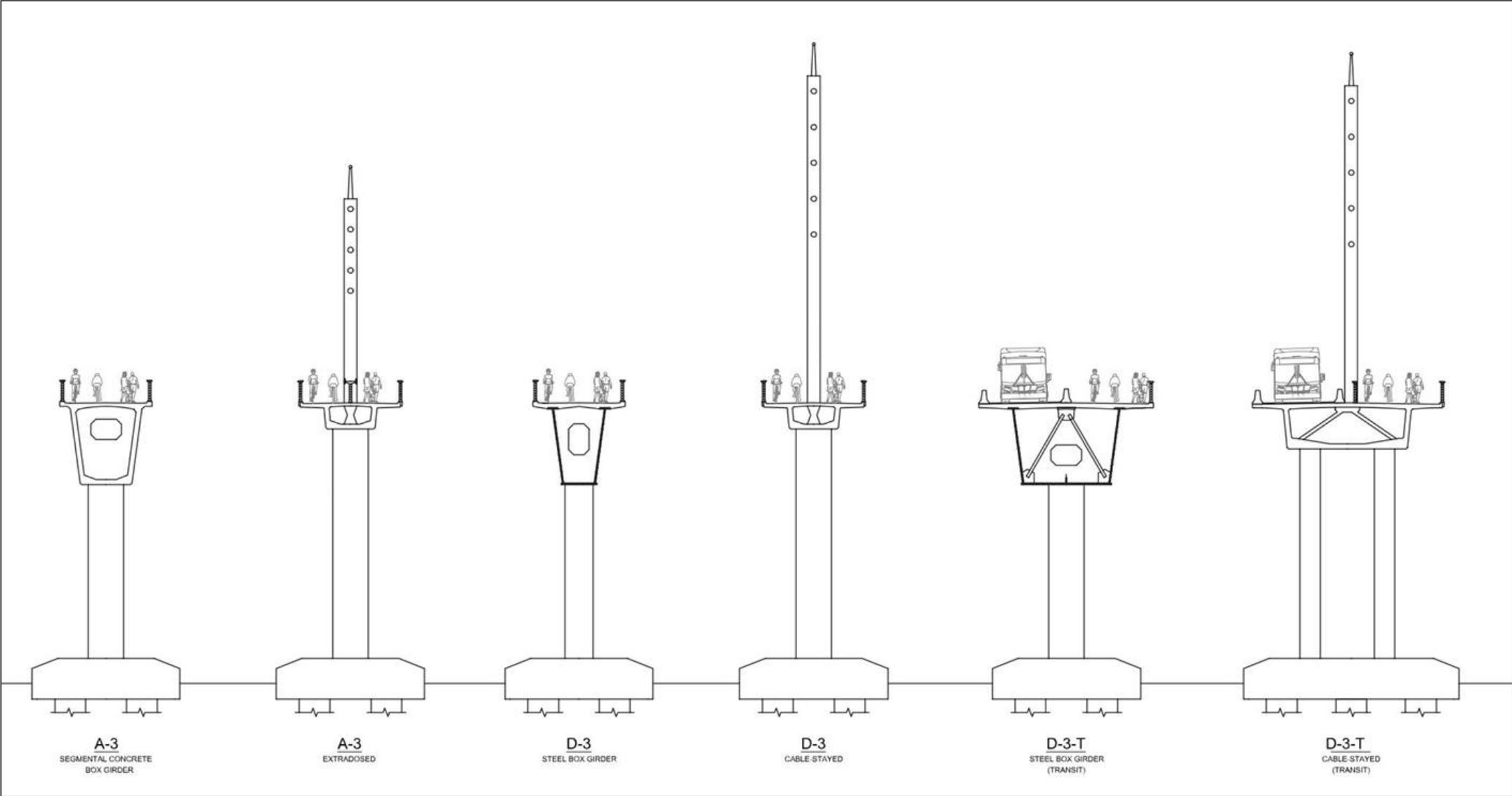
NO.	DATE	REVISIONS

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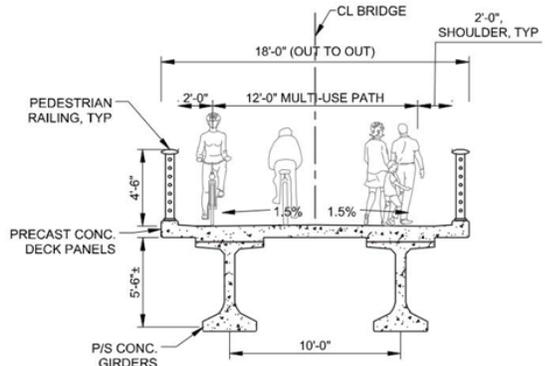
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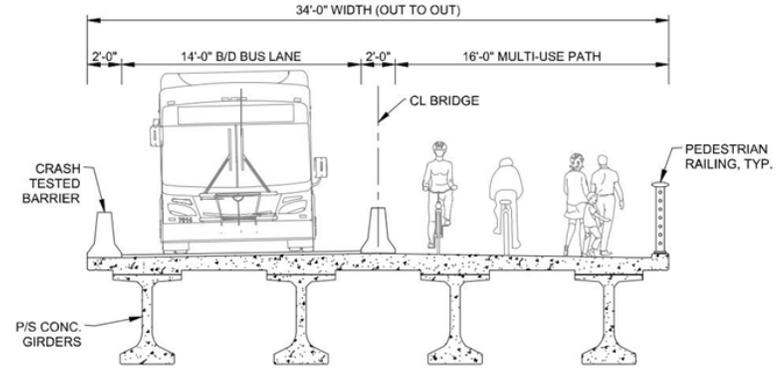
# Possible Main Bridge Span Profiles



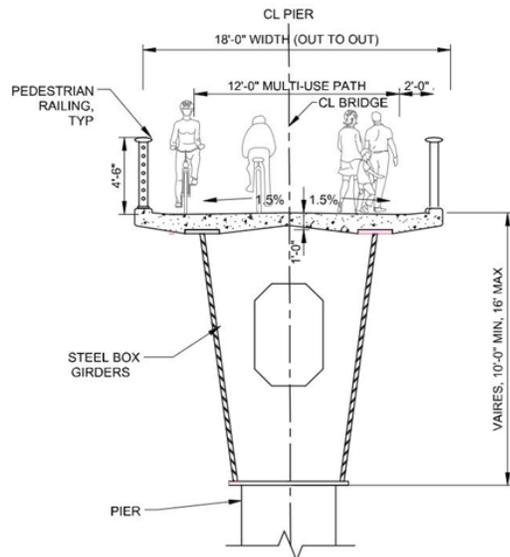
# Possible Deck Profiles



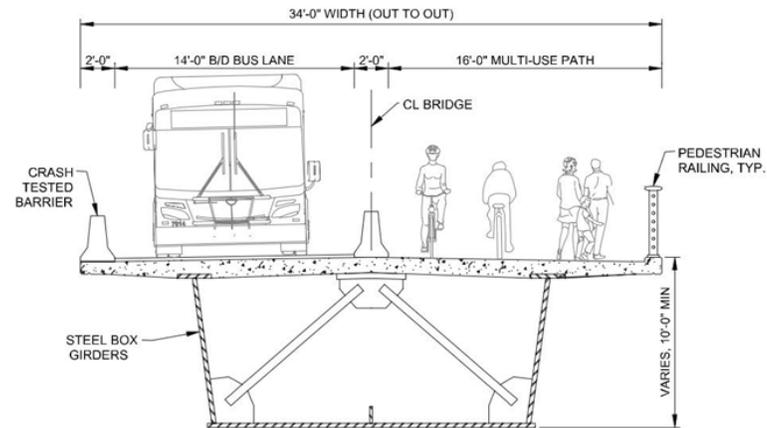
TYPICAL APPROACH SPAN



TYPICAL APPROACH SPAN WITH TRANSIT



TYPICAL MAIN SPAN



TYPICAL MAIN SPAN WITH TRANSIT

OAK GROVE - LAKE OSWEGO  
PEDESTRIAN / BICYCLE BRIDGE FEASIBILITY STUDY  
TYPICAL SECTIONS

CLACKAMAS COUNTY  
DEPT. OF TRANSPORTATION  
AND DEVELOPMENT  
150 BEAVERCREEK ROAD  
OREGON CITY, OR 97045

DAN JOHNSON  
DIRECTOR

DESIGNED BY: XX  
DRAWN BY: XXI  
CHECKED BY: XX

REVISIONS

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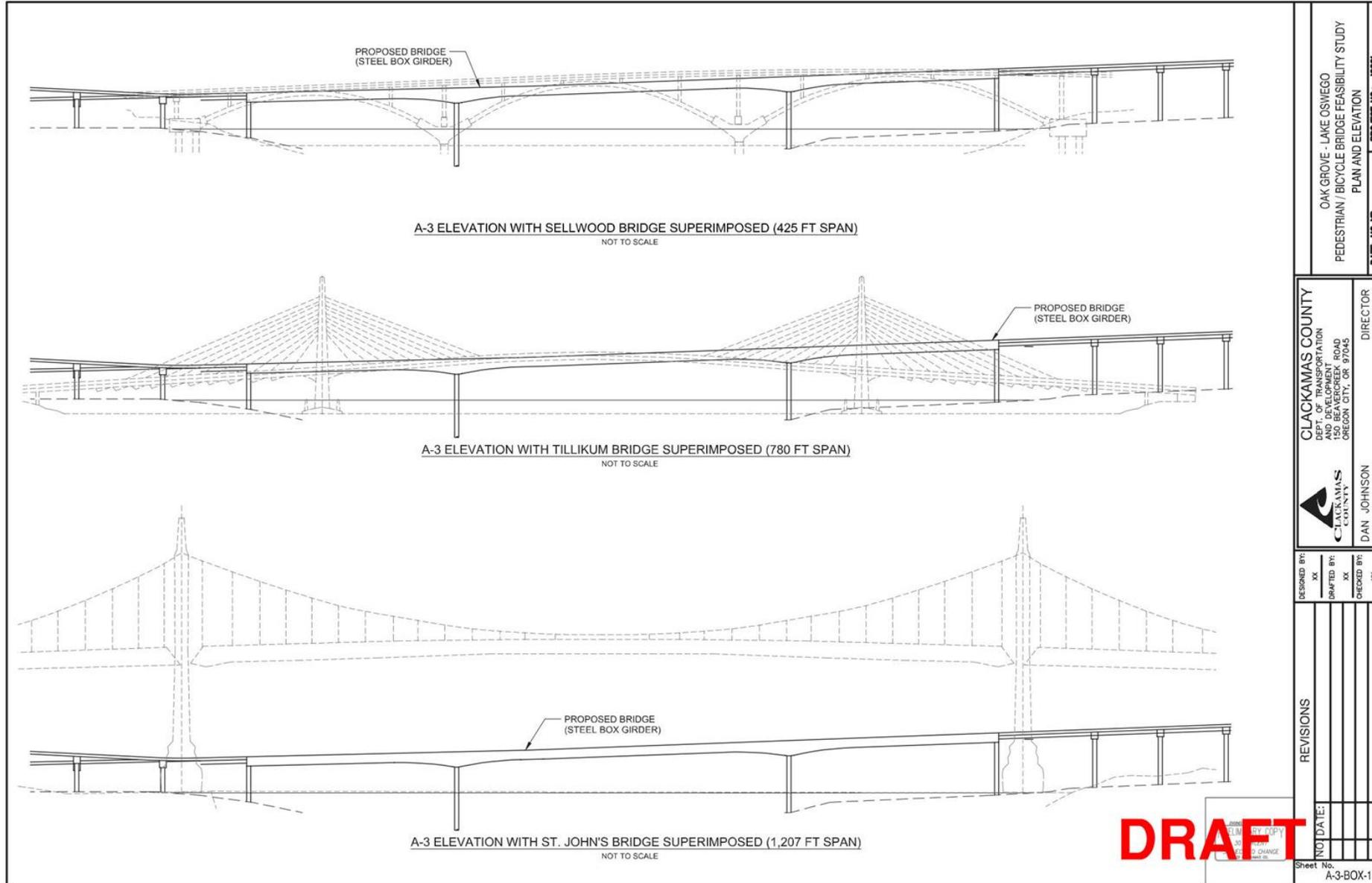
PROJECT NO.: 2008

DATE: MO YR

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# Overlaid on Other Portland Area Bridges



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PEDESTRIAN / BICYCLE BRIDGE FEASIBILITY STUDY  
PLAN AND ELEVATION  
DATE: 10/19 PROJECT NO.: 2002

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AND DEVELOPMENT  
ROAD  
OREGON CITY, OR 97045

DIRECTOR  
DAN JOHNSON

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# Annual Operations and Maintenance Cost

Operations and maintenance cost includes annual routine maintenance work and major expenditures that occur once or twice over a 75-year design life.

## O&M Estimates (Total Year of Expenditures in Dollars)

Main Span Alternative		Total for 75 years		Average Annual Expense	
		Concrete	Steel	Concrete	Steel
A-3	Terwilliger to Courtney: Concrete Main Span	\$ 7,700,000	\$ 12,400,000	\$ 110,000	\$ 170,000
A-3	Terwilliger to Courtney: Extradosed Main Span	\$ 9,300,000	\$ 13,500,000	\$ 130,000	\$ 180,000
D-3	Foothills to Courtney: Steel Main Span	\$ 10,800,000	\$ 15,000,000	\$ 150,000	\$ 200,000
D-3	Foothills to Courtney: Cable Stay Main Span	\$ 8,700,000	\$ 11,800,000	\$ 120,000	\$ 160,000
D-3:T	TRANSIT Foothills to Courtney: Steel Main Span	\$ 13,100,000	\$ 16,200,000	\$ 180,000	\$ 220,000
D-3:T	TRANSIT Foothills to Courtney: Cable Stay Main Span	\$ 10,000,000	\$ 13,100,000	\$ 140,000	\$ 180,000



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# Environmental Review and Permitting

National Environmental Policy Act (NEPA) - a law that seeks to ensure that a federal action considers impacts on the human and natural environment. This project is subject to NEPA because the Willamette River is a “water of the US.” Issues considered in NEPA include:

Right-of-Way Impacts	Land Use/Socioeconomic Impacts
Traffic	Wetlands/Waterways
Water Quality	Wildlife/Fish/Birds
Threatened or Endangered Species	Archaeology and Historical Impacts
Parks and Public Lands	Air Quality
Hazardous Materials	Noise Impacts
Floodplain	Stormwater
Public Safety	Public Concerns



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# Thank you!



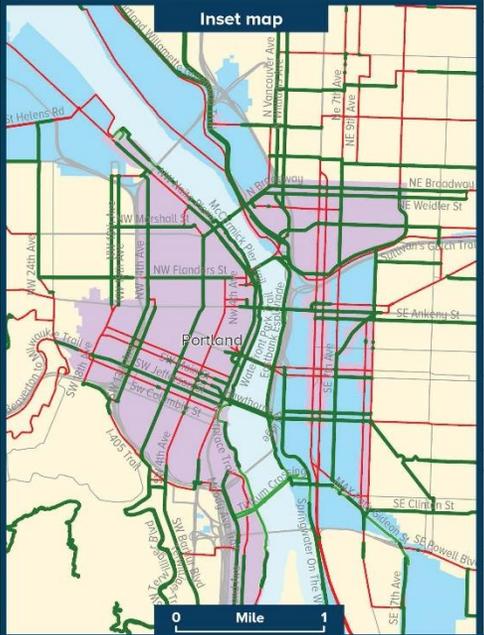
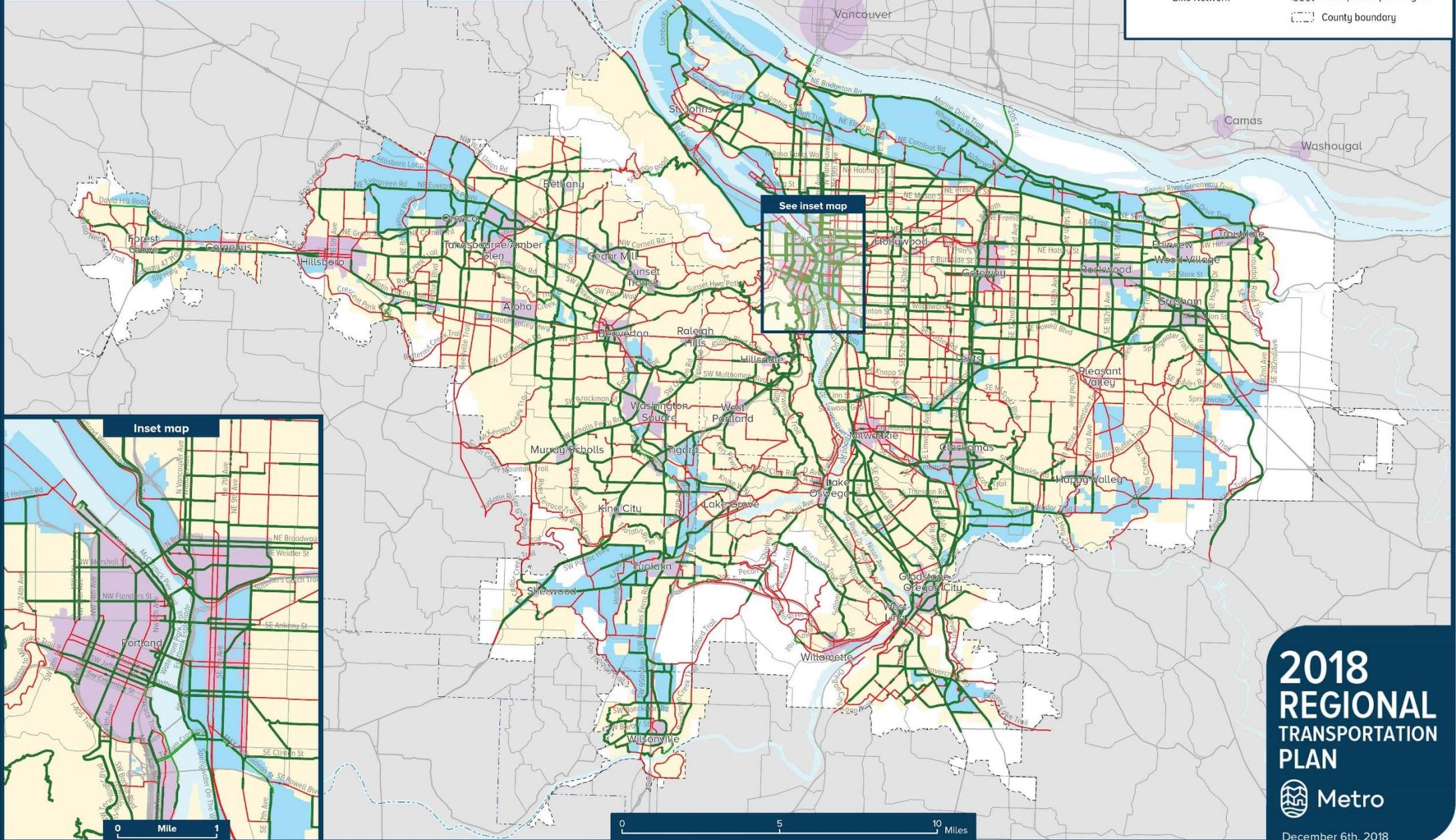
**Parametrix**



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# Regional Bike Network Gaps

	Existing Regional Bike Network		Urban center
	Gap in Regional Bike Network		Employment/Industrial area
			Urban growth boundary
			Metropolitan planning area
			County boundary



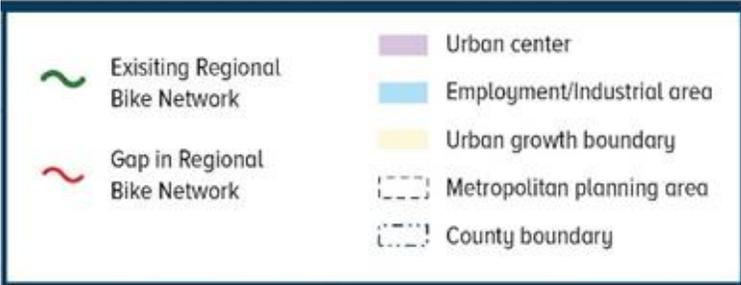
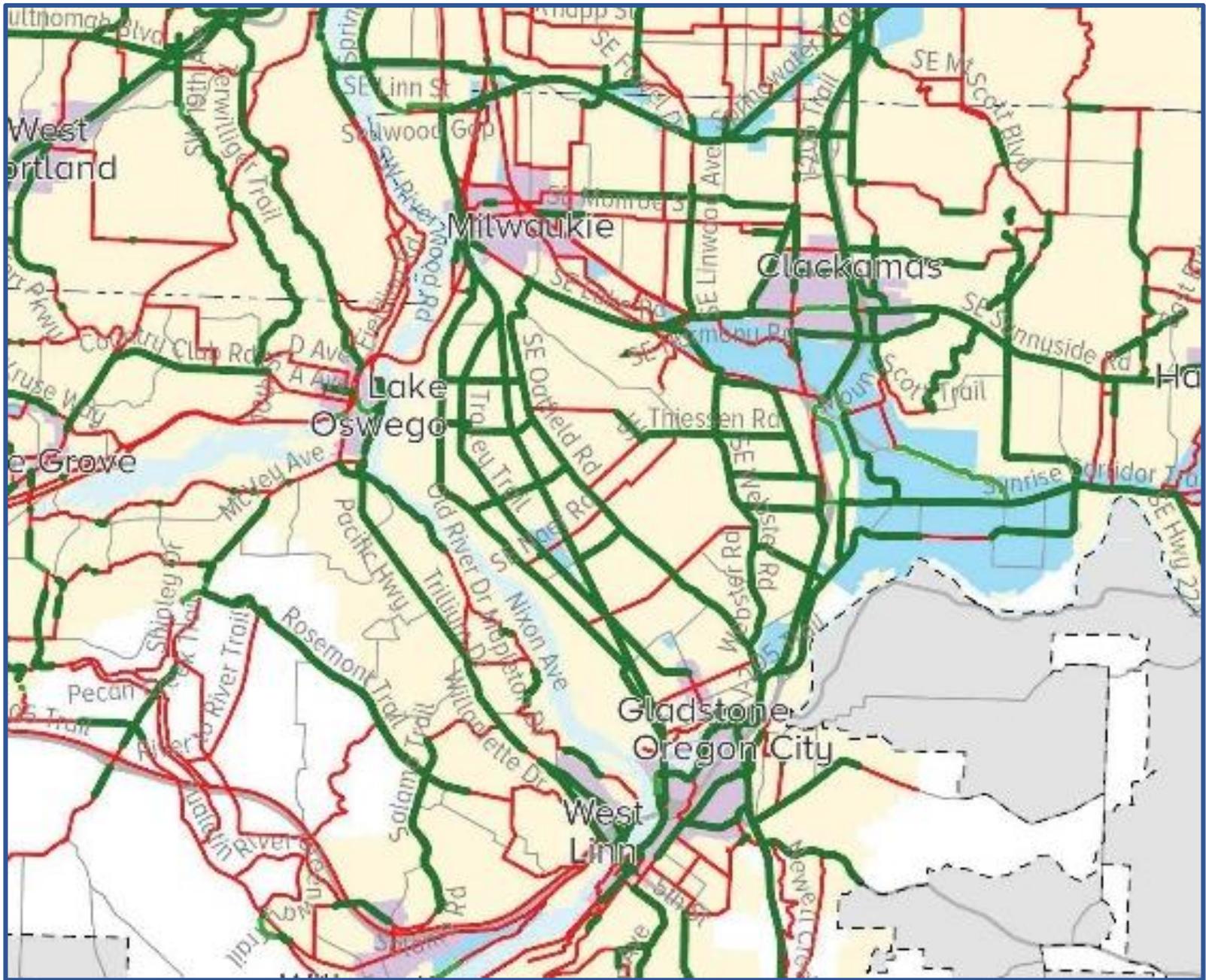
**2018 REGIONAL TRANSPORTATION PLAN**

 Metro

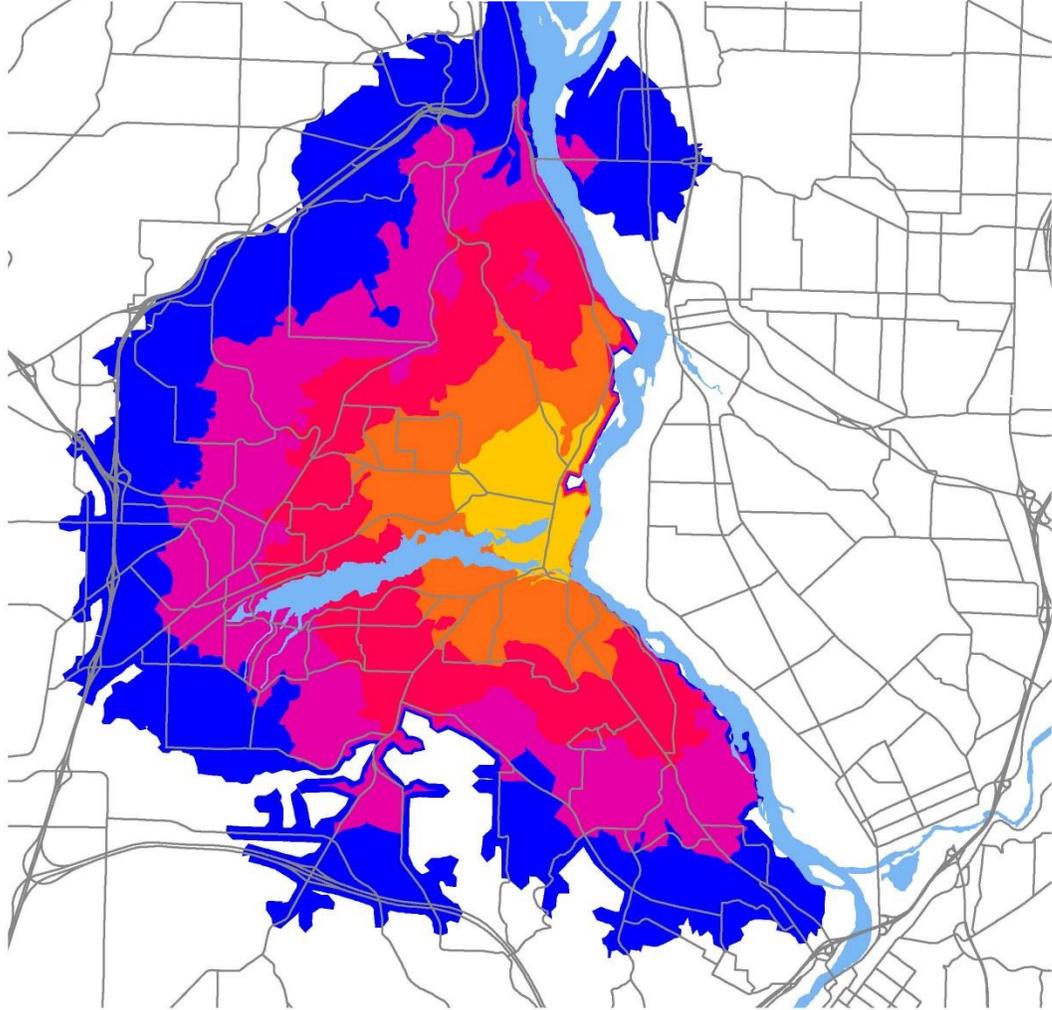
December 6th, 2018



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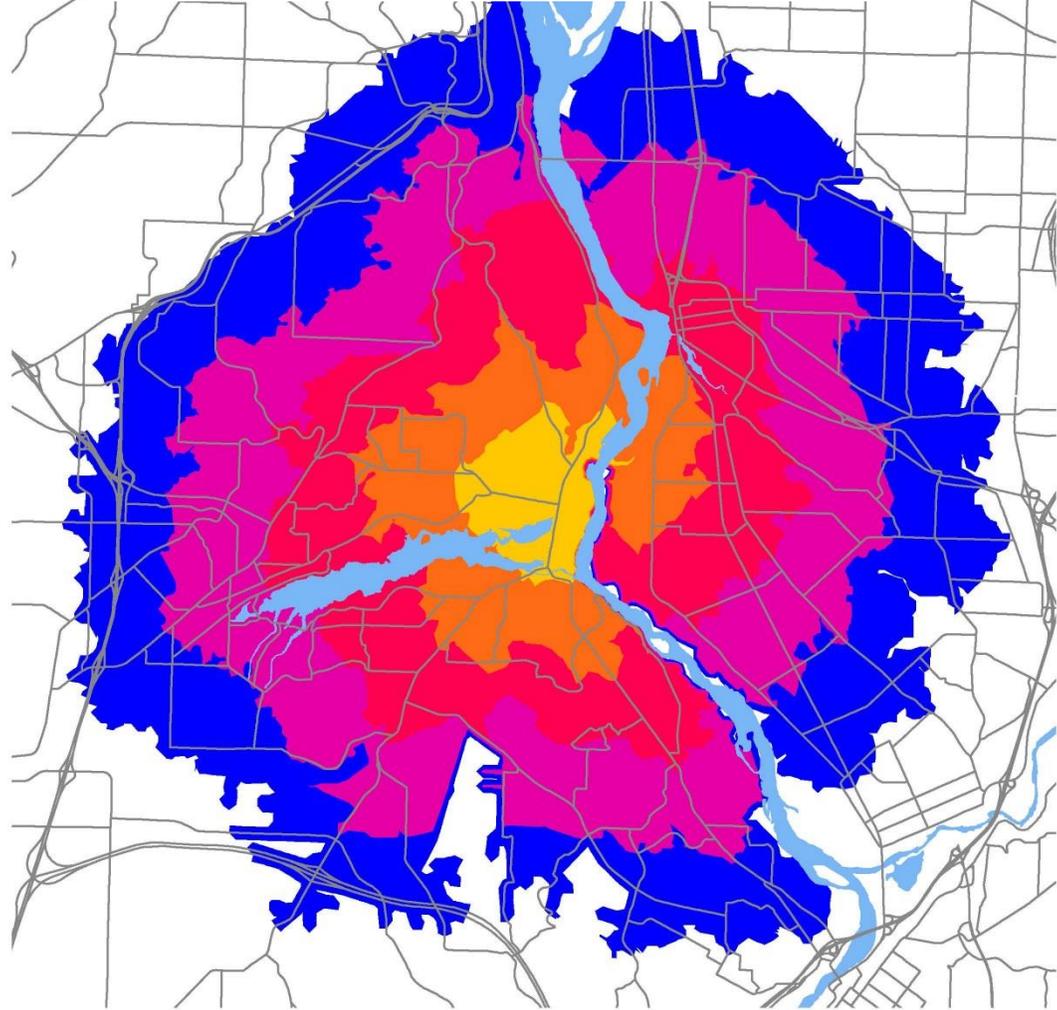


# Walk-Bike Radius for Downtown Lake Oswego wo OGLO Bridge



Walking- biking distance  1 mile  2 miles  3 miles  4 miles  5 miles

# Walk-Bike Radius for Downtown Lake Oswego with OGLO Bridge



Walking- biking distance  1 mile  2 miles  3 miles  4 miles  5 miles



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