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

**Policy Committee Meeting #4**

**January 28, 2020**

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# Purpose of Meeting

**A work session for the Policy Committee to:**

1. Review and accept the final Feasibility Study Report

2. Direct staff on next steps

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# Agenda

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|---|---|
| 6:00 | Welcome |
| 6:10 | Public Comment |
| 6:25 | Presentation of OGLO Bridge Feasibility Study |
| 6:45 | Discussion and Action on Final Study Report |
| 7:00 | Presentation on Next Steps |
| 7:15 | Discussion of Next Steps |
| 8:00 | Meeting Adjourned |

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# Purpose of the Feasibility Study

The purpose of this project is to analyze the feasibility of pedestrian & bicycle bridge over the Willamette River between Oak Grove and Lake Oswego by studying three issues:

1) The engineering and environmental feasibility of developing the bridge and providing connections to the existing and planned pedestrian-bicycle network;
2) The strength of support for the bridge in the project area;
3) The manner in which the city, county and regional governments could work together to build and maintain a bridge.

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# Feasibility Study Area: Railroad Bridge to Oak Grove Blvd

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# Feasibility Study Process

1. Identify possible bridge alignments
2. Identify benefits and challenges for each alignment
3. Engage public to select 3 preferred alignments
4. Estimate costs
5. Determine the permitting and review requirements
6. Engage public to identify opportunities and challenges and select best alternatives
7. Recommend next steps

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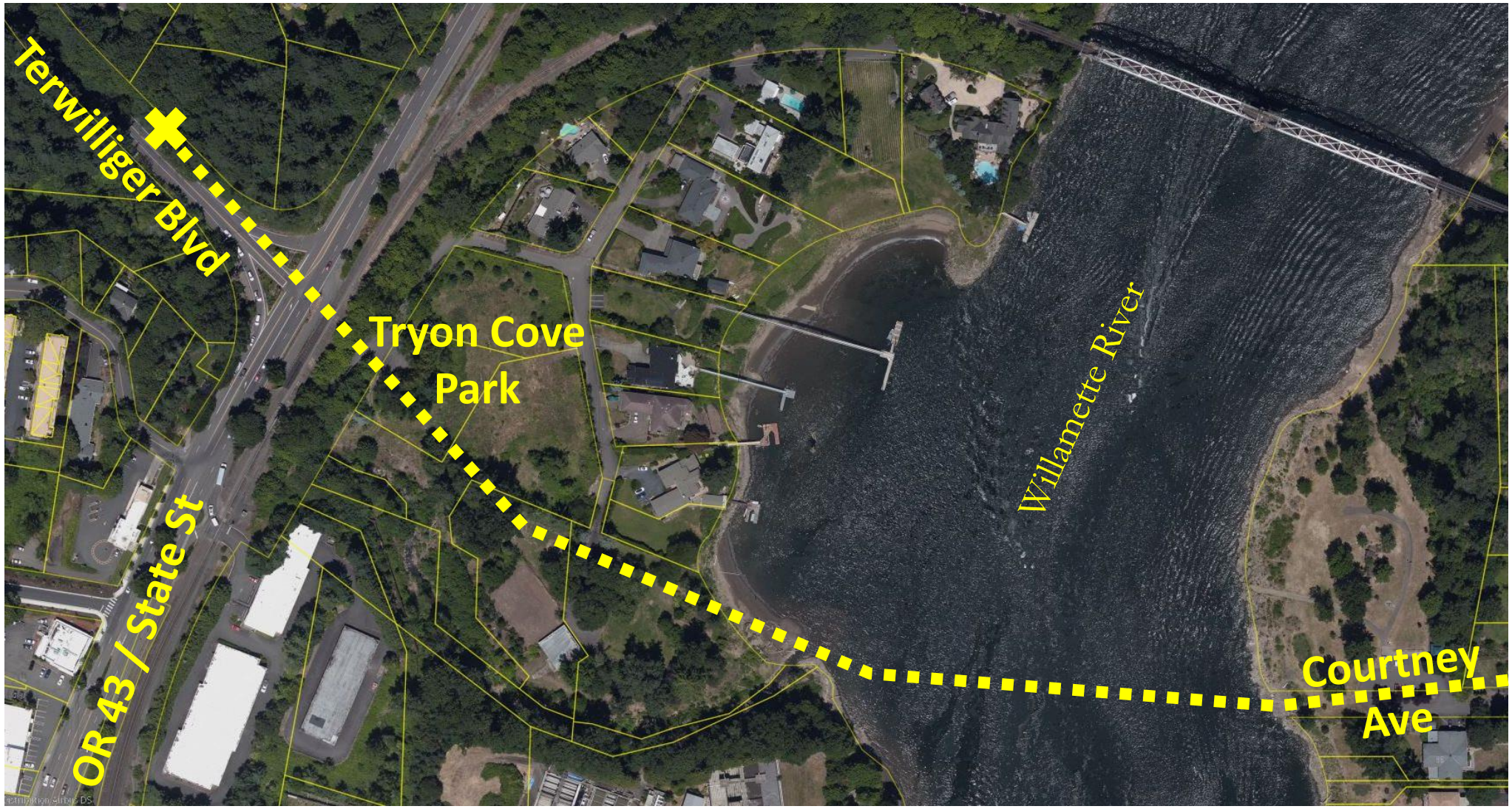
# Bridge Alignments

- 10 alignments studied
  - Bridge must be at least 74 ft above the river
  - Bridge must not have a slope in excess of 5%
- Public open houses were conducted to identify the best alignments
- Based on public input the Policy Committee selected two:
  **A. Terwilliger Blvd to Courtney Ave**
  **B. Foothills Park to Courtney Ave**

# Conceptual Terwilliger Blvd Landing

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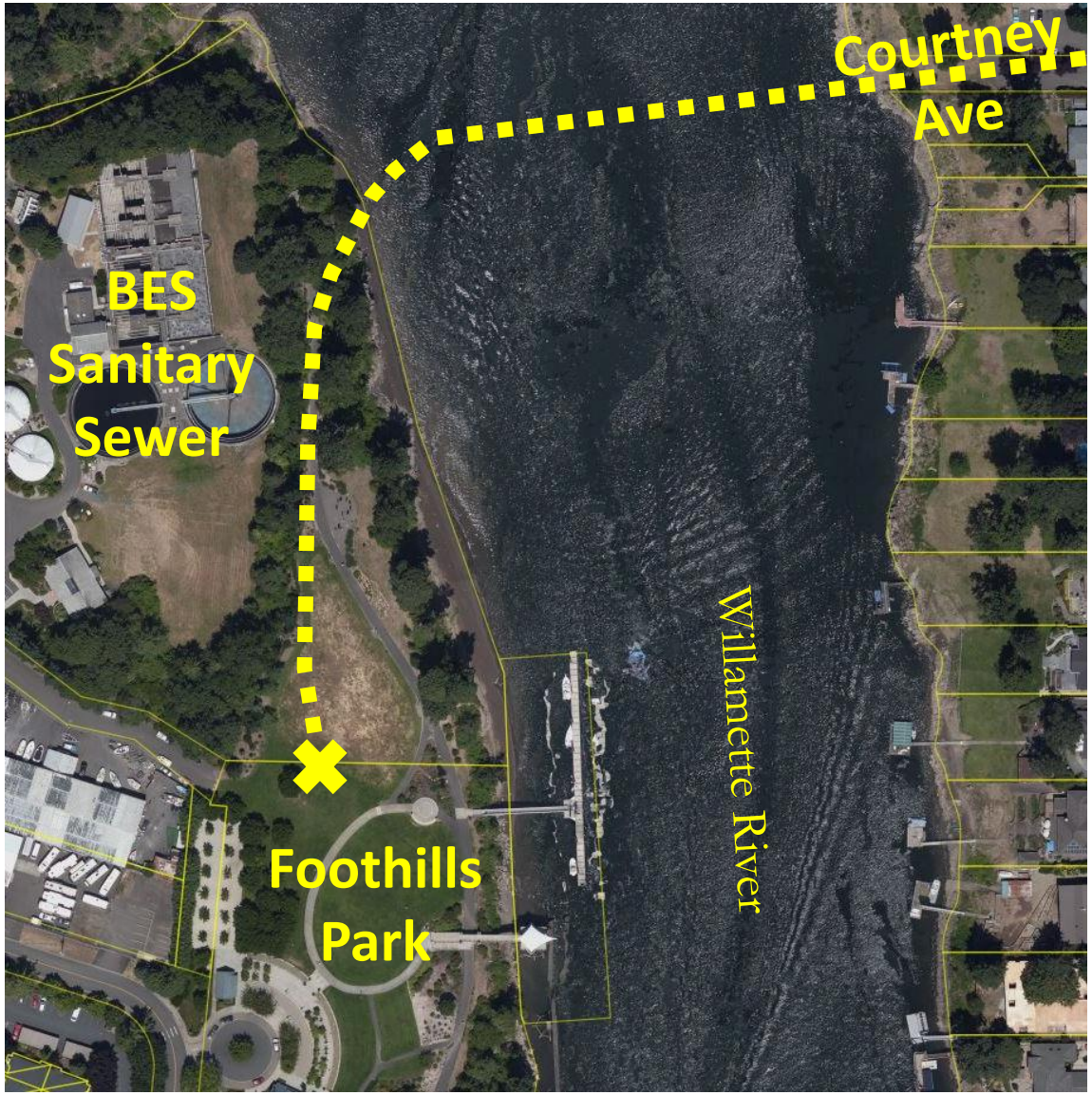
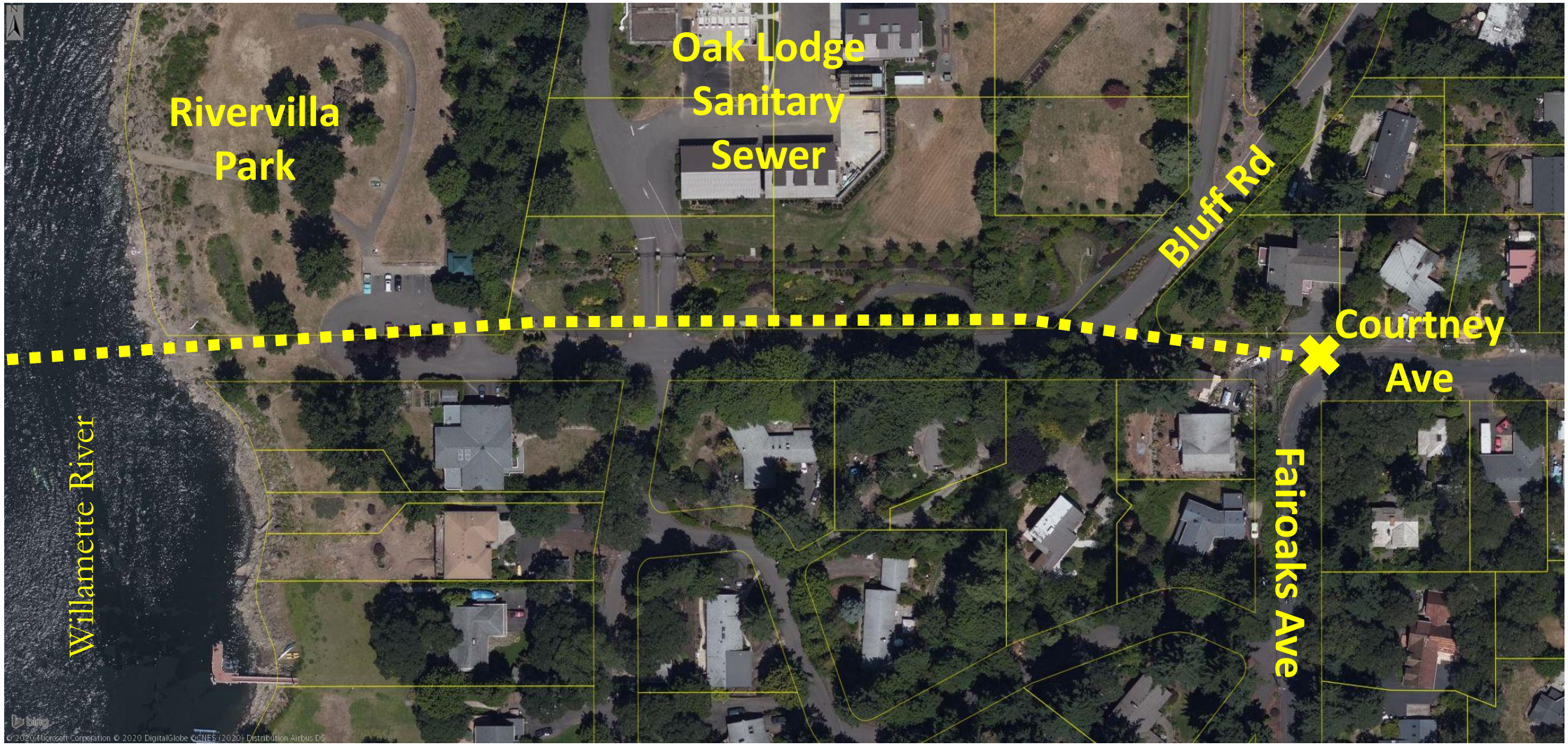
# Conceptual Foothills Park Landing



# Conceptual Oak Grove Bridge Landing



# Community Engagement & Involvement:

1. **Online questionnaire** – May/June 2019, for public questions and concerns.
2. **Community Advisory Committee** – 28 members appointed by Lake Oswego, Clackamas County, Milwaukie and Metro.
3. **Open Houses** – August 2019, public open houses in Lake Oswego and Oak Grove attended by 215 people. Online input from 640 online.
4. **Emails** – Received throughout the study.
5. **Scientific Phone Survey** – September 2019.
6. **Other:** newsletter articles, emails to interested parties, social media and website

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# Community Engagement: Email Comments

Members of the public provided comments via email throughout the study. Emails submitted by January 28 at noon:

- **347** non-duplicate emails
- **162** (46.7%) in favor submitted by **151 people**
- **152** (43.8%) opposed submitted by **90 people**
- **33** (9.5%) neutral submitted by **17 people**

# Community Engagement: Scientific Random Sample Phone Survey

**Scientific Phone Survey** - 200 households surveyed on each side of the river for a total sample of 400 (95% confidence)

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

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

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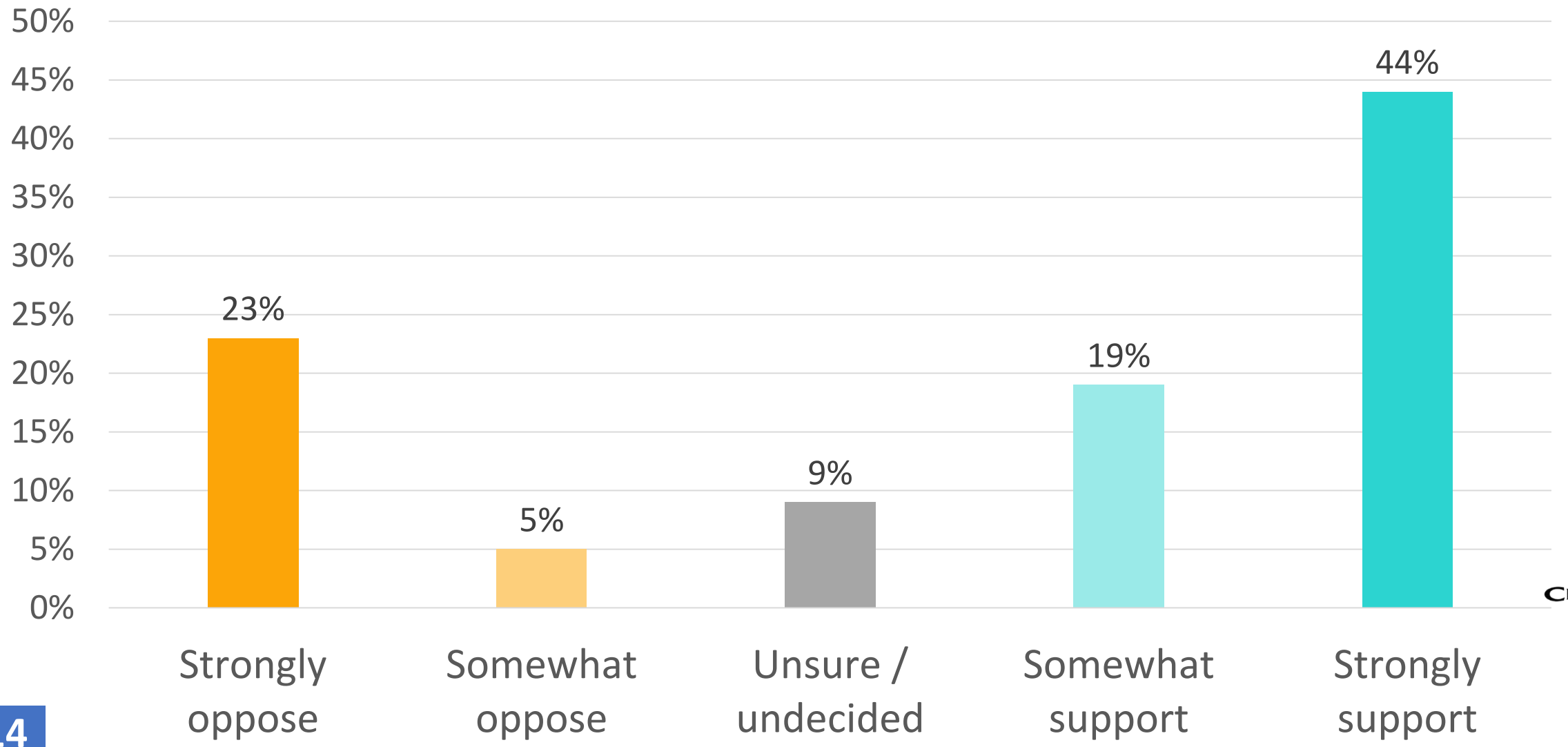
# Level of Support for Further Study



# Overview of Feasibility Study Findings

- **The OGLO Pedestrian/Bicycle Bridge is technically feasible.**
- Public land and/or right-of-way is available that can accommodate bridge landings and approaches.
- Bridge must exceed US Coast Guard navigational clearance, 74 feet above ordinary high water.
- Bridge must meet Americans with Disabilities Act (ADA) slope requirements (< 5%).
- Bridge structure could be built of either concrete or steel.

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# Overview of Feasibility Study Findings

- Using criteria developed and adopted by the project committees, there were two feasible bridge alignments:
  1. **Terwilliger Blvd (west) to Courtney Ave (east)**
  2. **Foothills Park (west) to Courtney Ave (east)**
- Though, in response to a request from Metro it was determined a transit lane on the Foothills Park to Courtney Ave alternative was feasible, after consideration **transit was eliminated**.

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# Overview of Feasibility Study Findings

- **Foothills Park to Courtney Ave:**
  - Bridge approximately 2,500 feet long
  - Conceptual cost between $30.3 million and $36.4 million
- **Terwilliger Blvd to Courtney Ave:**
  - Bridge approximately 3,800 feet long
  - Conceptual cost between $44.5 million and $52 million
- **Both alternatives could accommodate a police car or ambulance**

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# Recommendation

**Staff and Technical Advisory Committee recommend the Policy Committee:**

*Accept the final feasibility study report;*

a. *Technical feasibility*
b. *Describes level of public support*
c. *Provides information about governmental coordination to build and maintain*

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# Next Steps for Consideration

**Option #1: Move forward into the next steps of the project development process for the two alternatives**

- Conduct additional public engagement
- Prepare NEPA Environmental Assessment of the environmental impacts of the proposed bridge
- Begin preliminary engineering/design
- Time to complete of approximately 2 years

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# Next Steps for Consideration

## Option #2: Undertake a study of additional bridge locations north and south of Lake Oswego

- Conduct additional public engagement
- Work with cities and Metro to Review/update criteria
- Identify possible bridge locations north and south of Lake Oswego/Oak Grove
- Develop bridge concepts
- Analyze feasibility of bridge concepts
- Estimate cost of bridge concepts
- Time to complete of approximately 18 months

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# Next Steps for Consideration

## Option #3: Undertake a study of boat / ferry / water taxi crossing of Willamette River between Sellwood Bridge and Oregon City

- Conduct additional public engagement
- Work with cities and Metro to develop criteria for boat/ferry/water taxi landing sites
- Identify possible landing sites
- Analyze feasibility of landing sites
- Determine required land site improvements
- Time to complete of approximately 18 months

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# Next Steps for Consideration

**Option #4: Accept the completed feasibility study and determine that the bridge is technically feasible but not supported by the communities at this time.**

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# Recommendation

**Staff and Technical Advisory Committee recommend that the Policy Committee should:**

1. Move forward with option #2, or
2. Move forward with option #2 and option #3

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# Thank you!

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