Oak Grove - Lake Oswego Ped/Bike Bridge Feasibility Study
Policy Committee Meeting #4

Meeting Agenda

Date/Time: Tuesday, January 28, 2020 – 6:00 to 8:00 pm
Location: Clackamas County Development Services Building Auditorium
150 Beavercreek Road, Oregon City

Purpose of meeting:
- Take action on draft final Oak Grove-Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study
- Recommend next steps to participating local governments and Metro

6:00	**Welcome**	Commissioner Paul Savas
	Meeting purpose and agenda review	Karen Buehrig, Clackamas County Long Range Planning Manager
6:05	**Public Comment** (public comment will be limited to no more than 1 minute per person and total time allotted for public comment will not exceed 15 minutes)	
6:20	**Presentation of Oak Grove-Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study**	Steve Williams, Project Manager
6:50	**Discussion and action on final study report**	Policy Committee members
7:20	**Presentation of options for next steps**	Steve Williams
7:40	**Discussion and recommendations on next steps**	Policy Committee members
8:00	**Meeting Adjourned**	Karen Buehrig

Memorandum

To: **OGLO Bridge Policy Committee**
From: **Steve Williams, Project Manager**
Date: **January 21, 2020**

Re: **OGLO Bridge Feasibility Study Report and Next Steps**

At the upcoming Policy Committee meeting, scheduled for Tuesday, January 28, 2020 from 6:00 to 8:00 pm, the committee will consider the following actions: 1) Accept the feasibility study report and 2) Recommend the next steps for the OGLO Bridge Project. What follows is a brief overview of these topics with recommendations.

Draft Final OGLO Bridge Feasibility Study Report

Accompanying this memo you will find the draft final report of the OGLO Pedestrian/Bicycle Bridge Feasibility Study for your review and consideration. The final report is organized with an Executive Summary, the final report, and five appendices that document the analysis that was carried out as a part of the feasibility study, the input that was received and actions taken during the study process. Key findings of the study are as follows:

A. The OGLO Pedestrian/Bicycle Bridge is technically feasible.
B. Public land and/or right-of-way is available for and can accommodate bridge landings and approaches.
C. The study identifies bridge design specifications that result from the required U.S. Coast Guard (USCG) navigation clearances for bridges over the Willamette River (74 feet above ordinary high-water mark) and the Americans with Disabilities Act (ADA) slope requirements for pedestrian/bicycle facilities (maximum 5 percent slope).
D. Either concrete or steel could be used for construction of the bridge main span and approaches.
E. Bridge types including Segmental Haunched Concrete Box Girder, Haunched Steel Box Girder, Cable-stayed, and Extradosed area all feasible.
F. The criteria identified and applied in this feasibility study resulted in identification of two feasible bridge locations/alignments:
    1. SW Terwilliger Blvd on the west side to SE Courtney Road on the east side (Alternative A-3). This concept would be approximately 3,800 feet in length and have a conceptual cost of between $44.5 million and $52 million.
    2. Foothills Park on the west side to SE Courtney Road (Alternative D-3). This concept would be approximately 2,500 feet in length and have a conceptual cost of between $30.3 million and $36.4 million.
G. The two preferred bridge alternatives would both accommodate light-weight emergency vehicles, e.g., police cars and ambulances.
H. In response to a request from Metro, it was determined that the inclusion of a single transit lane would be feasible for use of vehicles of less than 20,000 pounds gross vehicle weight as an addition to the Foothills Park to SE Courtney Ave alternative (D-3). However, the roadway connections to the SE Courtney Ave landing site on the east side is not conducive to bus traffic. After consideration of the proposal to include a bus lane on the bridge both the Clackamas County Board of Commissioners and the Policy Committee chose not to support the bus lane and it was eliminated from further consideration.
I. Substantial public input was received during the course of the study through online engagement, public open houses, public input at committee meetings, emailed comments from the public and a scientific survey. Analysis of the public input showed that between 55% and 63% of members of the public support the OGLO Bridge, 28% to 33% are opposed and between 9% and 11% are undecided.
J. At their meeting on November 5 the Lake Oswego approved the following motion:

"That the City of Lake Oswego consider the Oak Grove-Lake Oswego bridge study to be complete and that a bridge in this location is found not to be feasible due to the potential low usage, open space, park and neighborhood impacts and cost implications; that in considering the study complete, Lake Oswego will no longer appoint a Council or staff liaison for the OGLO Advisory Committee; that the City of Lake Oswego will contribute no funds for construction or maintenance of a bridge from Oak Grove to Lake Oswego; and that the City of Lake Oswego will not support infrastructure for ramps, bridge support structures or other facilities related to an OGLO Bridge in Foothills or Tryon Cove Parks."

Recommendation: The Policy Committee should accept the draft final report of the Oak Grove–Lake Oswego Pedestrian/Bicycle Bridge Feasibility Study.

Consideration of Next Steps:

Based on the results of the technical feasibility study and despite the City of Lake Oswego's withdrawal from the project, the project team believes there are four possible courses of future action that the Policy Committee could recommend to the partner governments:

***Option #1*:** Move forward into the next steps in the project development process for the two alternatives which would include:

A. Additional public engagement;
B. Preparation of a NEPA Environmental Assessment of the environmental impacts of the proposed project, and
C. Preliminary engineering design to bring the proposed project to 30% design;

This action would provide a great deal more information about project costs and impacts. Metro has set aside $500,000 for these studies. Though that sum of money is not sufficient to complete all the required studies, it could be used to start environmental and engineering studies so that this stage of project development could be completed when funding became available.

***Option #2*:** Undertake a study of a pedestrian/bicycle crossing of the Willamette River at additional locations north and south of the City of Lake Oswego consistent with the adopted Clackamas County TSP Project #2022 which identifies the project area for the bridge as being "Sellwood to Oregon City." If this action were selected, Metro would need to be consulted in regard to the funding set aside for further study.

Option #3: Undertake a study of a boat/ferry/water taxi crossing of the Willamette River between the Sellwood Bridge to the north and Oregon City to the south. This option could be undertaken in conjunction with Option #2 above. If this action were selected, Metro would need to be consulted in regard to the funding set aside for additional studies.

***Option #4*:** Given the political realities with the recent withdrawal of the City of Lake Oswego from the process, identify a bridge across the Willamette River with landing points in Oak Grove and Lake Oswego as technically feasible but not supported by the communities at this time. If this action were selected, Metro would need to be informed in regard to the funding set aside for further study.

***Recommendation*:** The Policy Committee should recommend that the partner local governments should move forward with Option #2 (with or without Option #3) – accept the final report; declare the feasibility study to be complete; consult with Metro about studying other possible Willamette River crossing options.