

**Oregon City/West Linn Arch Bridge  
Bicycle and Pedestrian Accommodation Work Group  
Final Report--October 27, 2009**

Background

After the August 7<sup>th</sup> tour of the Oregon City/West Linn Arch Bridge with public officials, bicycle advocates and a representative of Oregon City businesses, ODOT Region 1 Manager Jason Tell formed a Bicycle/Pedestrian Work Group to study options for bicycle and pedestrian access between West Linn and Oregon City during the expected two-year bridge closure.

The work group members were Gene Green, City of West Linn Public Works Director; Michelle Poyourow, Bicycle Transportation Alliance Advocate & Educator; Joe Marek, Clackamas County Traffic Engineering Supervisor; Ron Schwartz, West Linn Police; Shelli Romero, ODOT Community Affairs Manager; and Susan Hanson, ODOT Community Affairs Coordinator. Lloyd Purdy, Main Street Oregon City Manager; attended one meeting.

The group met four times to develop and review options for pedestrian and bicycle access between Oregon City and West Linn. Meetings were held on 8/17, 8/31, 9/24 and 10/15. They reviewed information from ODOT, bridge contractors and used the expertise and knowledge of the group members.

Evaluation Criteria

The group agreed that four overriding factors should be considered in determining the best option(s) for mitigation.

- What is in the best interest of the community?
- What is the cost?
- Will the option being considered add time to the bridge closure?
- What is the quality of the bike/pedestrian connection?

Operating Principles

The work group's operating principles included joint cooperation on vetting ideas, researching options and developing conclusions by consensus.

Work Group Conclusions and Recommendations

Seven options were examined in depth by the work group. The results are:

- 1) I-205 Bike Access—Option eliminated. Currently, bicycles are not allowed on I-205 in this area. Allowing access would require a change to the OAR and possibly the elimination of a vehicle travel lane. There are also safety concerns and the group felt that only bold and hard-core cyclists would use it. This option does not serve pedestrians.
- 2) Water Crossing via Ferry—Option eliminated due to multiple agency and permit approvals; lengthy timeline for implementation; cost and the lack of established landings. This service was considered unreliable since it would not be able to operate 365 days a year due to times of high water and/or inclement weather.

3) Water Crossing via Jet Boat— Option eliminated due to multiple agency and permit approvals; lengthy timeline for implementation; cost and the lack of established landings. This service was considered unreliable since it would not be able to operate 365 days a year due to times of high water and/or inclement weather.

4) Temporary Suspension-Type Bridge—Option eliminated due to the high cost and lengthy timeline for design and construction. This type of bridge is very flexible and how it feels to someone using it as a river crossing might be a deterrent.

5) Temporary Truss-Type Bridge—Option eliminated due to the high cost and lengthy timeline for design and construction.

During a September constructability review by ODOT bridge contractors they concluded that the separate bridge option would cost approximately \$3 to \$6 million. It would take a year for design, permitting and construction for a separate bridge. In addition, other unresolved issues are ADA requirements, landing points on both the West Linn and Oregon City sides of the river and the difference in elevation of the two river banks.

The following two options were considered viable and examined in detail.

6)) On-Bridge Access for Bicyclists & Pedestrians through the Work Zone--This option was thoroughly examined as to its feasibility and costs of occasional access. The access would be intermittent for the following reasons: sidewalks and railings will be removed at different times, construction equipment will fill this narrow bridge deck, and work will take place on the deck, overhead and underneath the bridge. Since on-bridge access would be intermittent, shuttle service would still be required to provide access every day.

The bridge contractors also reviewed this option and concluded that in addition to insurance issues and safety concerns, productivity and the project timeline were significant negative factors. They indicated that access for even a small number of days or weekends would lengthen the project timeline. For example, if bikes and pedestrians were allowed on the bridge on some weekends, at least a full day would be lost every week for take down and set up of the construction equipment.

Note: They did not give a specific estimate of how many days throughout the project that they expect it could be open. But the loss of one day per week would lengthen the project by 20% and therefore increase the project costs.

7) Shuttle—This option would provide van or bus service and could carry up to 4 bicycles.

Hours of service: The work group agreed that weekday commute hours are the highest priority for shuttle service. This is based on the belief of the work group members that trips to work or to court (some of the people walking and biking across the bridge today have court reporting obligations) are the most important and that recreational trips are of secondary importance.

Bicycle rack capacity: According to ODOT surveys, peak bicycle traffic during weekdays is 8-12 bikes per hour, so depending on frequency and direction a 4-bicycle

rack would likely work. The group also reviewed information and photos of a custom bicycle trailer to accommodate larger groups.

**Recommendation:**

After elimination of 5 of the alternatives, the group focused on shuttle service and on-bridge access.

Most work group members felt that bike/pedestrian access across the bridge itself during construction was the preferred option. But once the group worked through the concept and found out what the costs would be (in dollars and time) for what sounded like a limited amount of access, the group decided it was not a viable option.

**Group Consensus: Shuttle service is the most feasible and reasonable option.**

The group has requested that ODOT explore, as the service is developed, the group's suggestions for how the service can best serve bicyclists and pedestrians including shuttle stop locations and coordination with Tri-Met service in the area. The group also recommended that extra commute-hour service be added between 7 and 9 a.m. and 4 and 7 p.m., if resources allow.

---

ODOT Response:

ODOT is committed to providing convenient, easy to use, high quality shuttle service to meet the needs of bicyclists and pedestrians during the closure of the bridge.

ODOT has budgeted \$550,000 for shuttle service for this project.

ODOT will explore all possible options within the amount budgeted for the service. If it is possible to obtain better service (such as more frequency, longer hours, etc.) with additional money, ODOT will investigate other funding sources and partnerships. ODOT is contacting Tri-Met, private charter services, the Oregon City Trolley and small business contractors as possible service providers. ODOT is also committed to coordinating the shuttle service with Tri-Met's existing service to provide more options for bicyclists and pedestrians.

---

This report and its recommendations were agreed upon and approved by the work group members listed below who will, in turn, share these findings with their agency directors and elected officials.

Gene Green, City of West Linn  
Michelle Poyourow, Bicycle Transportation Alliance  
Joe Marek, Clackamas County  
Shelli Romero, ODOT  
Susan Hanson, ODOT