

**OBPAC Meeting  
August 21, 2009  
Transportation Building  
Salem, Oregon**

**Friday, August 21, 2009**

Attendees

OBPAC: Jerry Norquist, AJ Zelada, Erin Kelly, Jenna Stanke

Staff: Rodger Gutierrez, Sheila Lyons, Steve Lindland, Shelli Romero  
Susan

Visitors: None

**Administrative Business**

Called to order by Jerry N at 9:15 am.

**Introductions**

**Minutes-** The June '09 minutes were adopted unanimously

**NEXT MEETING DATE – OCTOBER 22<sup>nd</sup> and 23<sup>rd</sup> in Newport**

**Oregon City Bridge Closure – Hwy 43**

Shelli Romero – Government Liaison and Interim Community Affairs Manager, Region 1  
Susan Hanson, Community Affairs Coordinator, Region 1 Other staffer

The historic bridge rehabilitation scope of work and limitations are driven by The Federal Highway Administration and the Historic status of the bridge. 1 year ago ODOT bridge engineers determined the bridge needed work and would require a 1 year closure. As the project developed it became apparent that a more extensive work scope was required and now a 2 year closure is expected. The bridge connects Oregon City's downtown to West Linn.

ODOT Region 1 has been hearing from business interest groups and bicycle and pedestrian advocates. Last Friday, Alice Norris, Mayor of Oregon City, Lloyd Purdy, Mitchell Poyourow, Bicycle Transportation Alliance, Joe Mereck – Clackamas Co. Engineering and Lynn Petersen Clack Co. Commissioner toured the bridge and met with Jason Tell, Region 1 Manager, Shelli Romero and others to look at the issues with maintaining access to the bridge while work is underway.

Shelli showed simulations of construction work to show space and safety issues. A work group has been formed with Joe Mereck, Michelle Poyourow, Gene Green, West Linn

Public Works Director, Shelli Romero and Susan Hanson. Shelli invited OPBAC to join the work group. No one stepped forward.

The following possibilities are on the table:

A ferry – environmental clearances and coast guard issues makes it challenging  
I-205 access for pedestrians and bicyclists – BTA does not like this option, need to modify an existing OAR banning non-motorized travel on this segment of I-205 and may need to take a lane to make it work.

Jet boat water crossing – staging and location issues along with Coast Guard and environmental clearances are challenging

Shuttle – run times, out of direction travel, what does a bike shuttle might look like are being discussed. May not be able to mitigate for recreational users, but are looking more closely at commuters. There is a mill with late night shifts nearby.

Perhaps a hybrid option - shuttle + something else

OBPAC - Is there a way to keep access on bridge in morning and evening and other non-work hours? Or a temporary structure for bikes and peds?

Due diligence continues and all options are still on the table.

Trimet's line 35 is no longer on the bridge because of a load restriction. Repair will restore legal load limits.

Final stripping plan will be one lane in each direction + current substandard sidewalks.

Is there an opportunity to do a separate bike ped bridge? Not with this project – there would need to be a local effort by West Linn and Oregon City to secure funding. There is a RR Bridge converted to bike/ped North of this location.

In terms of the contractor's work is it possible to stage the construction so that the bridge is open when work is not occurring – weekends, holidays, etc.? Region 1 is doing a constructability review to answer this question. Project has not gone out to bid yet. ODOT staff will be meeting with contractors in a constructability workshop to explore ideas and issues. Contractors will specifically be asked how bikes and peds can be accommodated. ODOT R1 will be asking them to proposed solutions. Expectation of work schedule is 6-days per week, 10 hour per day work to shorten closure.

Environmental assessment was not required the project got a categorical exclusion. Business community is challenging this exclusion and an environmental impact study or assessment may be required.

OBPAC - What would you like this committee to do? Ans: R1 is taking bike ped seriously. We were taking it seriously before, but didn't convey that well. Recognize the vital link this bridge represents to the communities. As OBPAC hears things please let Region 1 know.

OBPAC: Suggestion to use Bikeportland.org to communicate with bicycling community in Portland area. There is a bike user's survey on Oregon City Arch Bridge web site.

The project web site is

[http://www.oregon.gov/ODOT/HWY/REGION1/OR43\\_Willamette\\_River\\_Br/](http://www.oregon.gov/ODOT/HWY/REGION1/OR43_Willamette_River_Br/)

OBPAC - Did you look at night work? Yes, but not sure what the result of that investigation was.

OBPAC - At what point does a new bridge become imperative? In other words, what triggers bridge replacement? For example, the Rocky Point bridge at Del Rio Vineyard, in Gold Hill is similar – narrow with no bike/ped facilities.

Condition of bridge drives decision to replace. Takes up-swelling of political and public support and how many years in the making to replace a bridge.

Historic designation dictates limits of repairs and final cross section.

Project Dates:

Go to bid in Oct/Nov

Construction start early part of next year

Closure - as early January with 2 year closure limit.

**Public Comment Period** - No comments received

### **OCBR Issues**

Sheila and Rodger will be in Newport and Lincoln City to interview bicyclists on the Oregon Coast Bike Route to gather information to be used in resolving the issue brought to the committee at previous meetings.

The Committee reviewed the survey.

### **Coos Bay Grant Award**

The grant program has seen substantial savings. Many projects are coming in under the estimate. The result is we have enough money to award the alternate selected last October – to Coos Bay for sidewalks on Ocean Blvd for \$193,110 The City has been sent notification.

The Committee asked how do we know they accepted? We sign a contract with all applicants outlining our mutual responsibilities and obligations.

### **Committee Meetings**

The Committee expressed an interest in traveling to Bend/Redmond and Klamath Falls.

Meeting months: January, March, May, July. Aug/Sept, Oct

### **School Bussing**

Jerry Z gave update on school bussing funding and his meeting with Steve Huilet, <TITLE> who is on the state safe routes to school committee. School district bussing reimbursement is predicated on the number of students who live outside a 1 to 1 ½ mile radius from the school – regardless if the students take the bus. Thus there is no incentive to reduce ridership. The annual school bussing budget is \$260 Million.

Other issues: Routing software is available. Oregon City saves \$6700 using this software. A lot of school districts don't use it despite the fact the state will reimburse them for it's purchase.

Our interest is in capturing the students within the no bus zone walk and bike.

### **Freight Capacity**

Steve Lindland updated the committee on ORS 366.215 which states you cannot reduce vehicle carrying capacity on a freight route. Freight routes were not designated nor was the definition of vehicle carrying capacity included in the legislation. ODOT has been working for 4 years to define both. It was finalized this week. Steve L. shared map.

Motor carrier did some research and found that there are legal exclusions for driving in a bike lane, thus bike lanes are excluded from available wide load width.

What's come up lately, for 2 and 4 lane roads, raised medians are used for traffic operations and pedestrian safety. Freight Mobility Committee has been opposing those and making them be removed or denied prior to construction. Bike lanes and/or medians have been removed from some TSPs, and Cave Junction was denied a raised median for traffic operations.