Jacobs Challenging today. Reinventing tomorrow.

Westside Trail Bicycle & Pedestrian Bridge Over Highway 26

Virtual Community Meeting*

October 20, 2020

*This meeting is being recorded and will be published at https://www.youtube.com/user/THPRDvideo

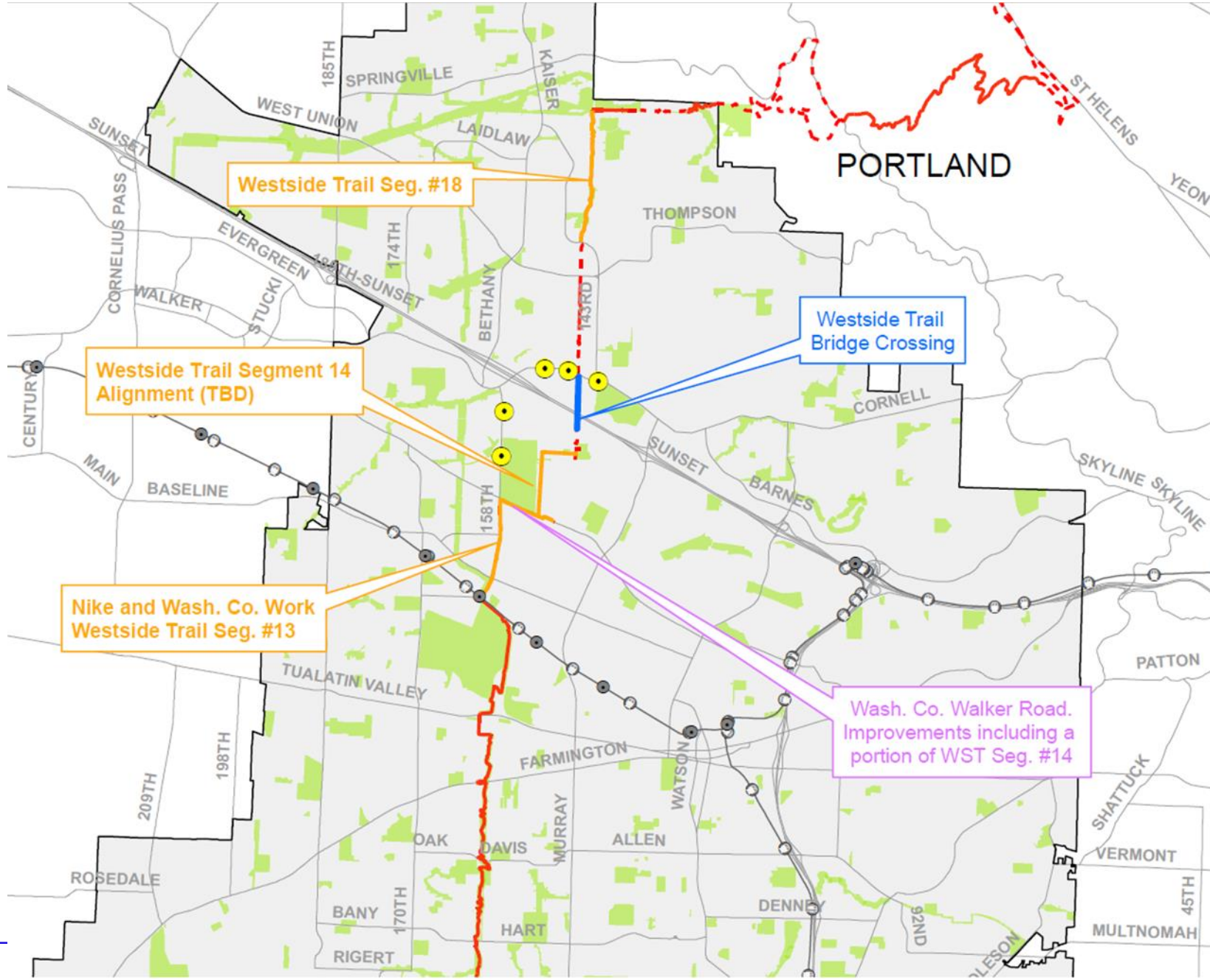
TUALATIN HILLS PARK & RECREATION DISTRICT

Agenda

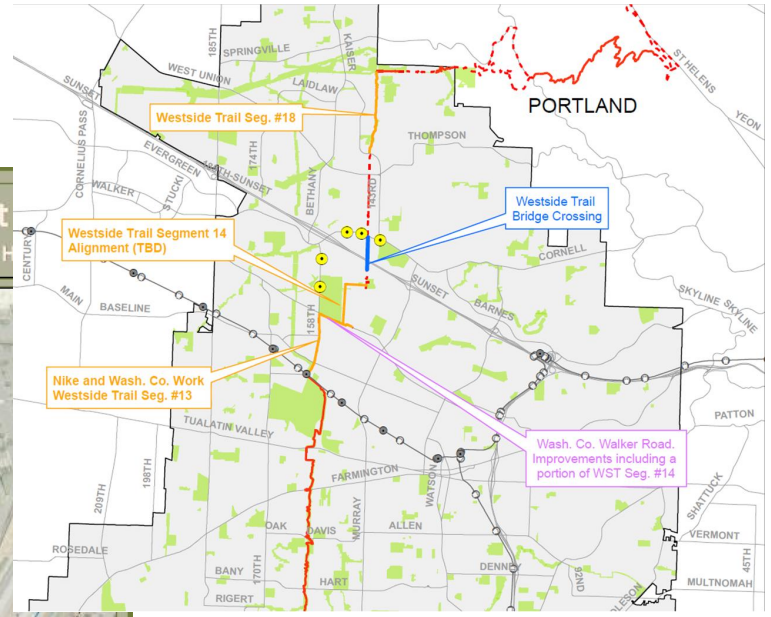
- Team Introductions
- Project Overview
  - Existing baseline conditions
  - Preliminary design concepts
- Project Timeline
- Next Steps
- Questions

Westside Trail Bridge Overview

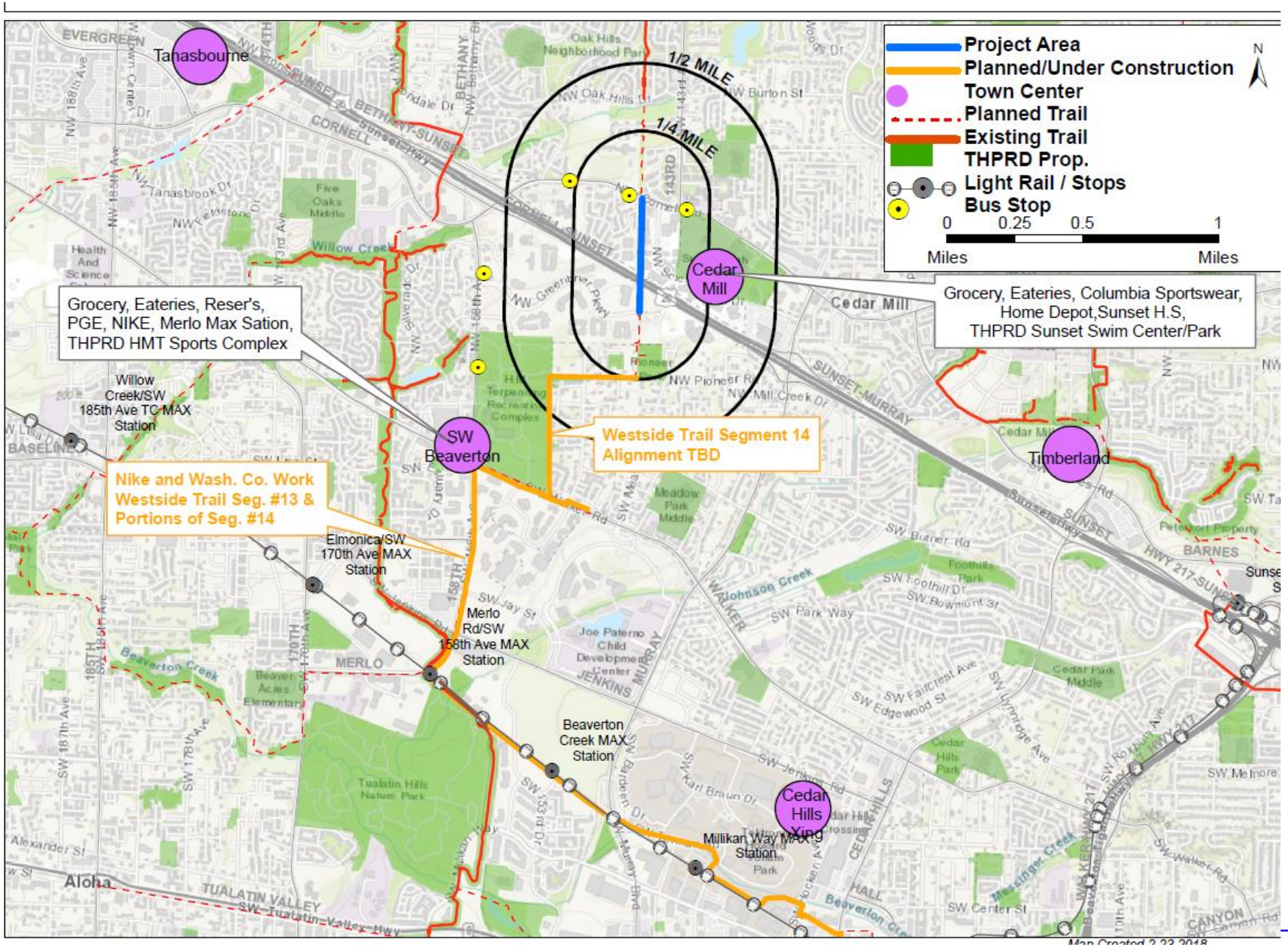
Westside Trail Overview Map



Westside Trail Overview



Westside Trail Community Attributes Map



Threading the Needle

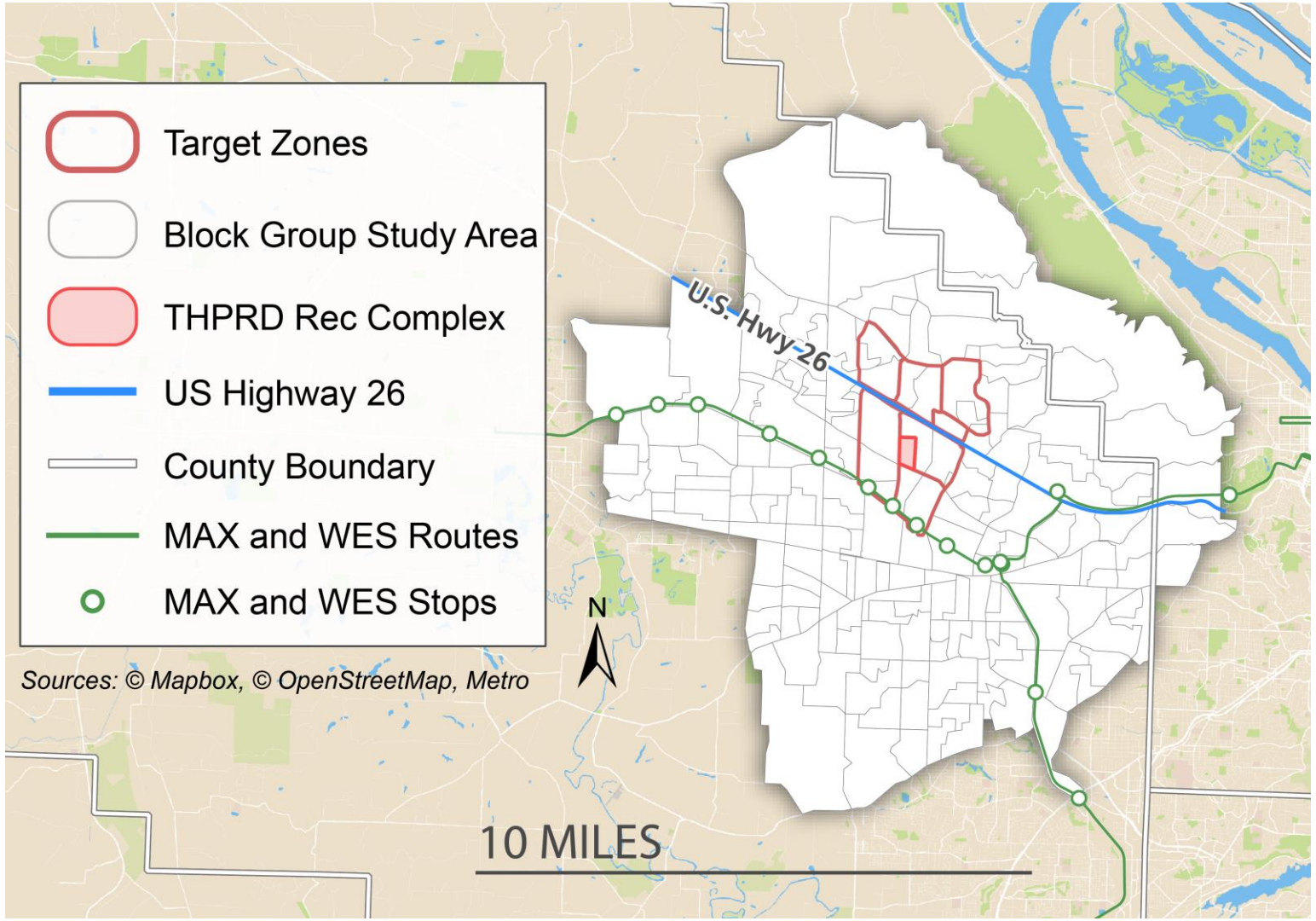
Westside Trail & Pedestrian/Bike Bridge Crossing US 26 Study

- Current funding is for concept design
- Survey
- Baseline environmental studies
- Options >>>Preferred Concept
- Establish NEPA pathway
- Develop cost estimates to advance

Transportation Patterns

Existing Travel Behavior in Area

- People traveling in the area tend to have lower incomes than those of the county overall
- Streetlight data allowed us to examine vehicle, bicycle, and pedestrian trips:
  - Origins and destinations
  - Travel time and distance
  - Average daily trip volumes by zone and TAZ
  - Disaggregation by time of day and days of the week



Walking and Biking in Area

- Trips in the area are already made by walking and biking, showing that people do use active transportation. But very few trips cross US Hwy 26.
- Potential for motor vehicle trips originated from a bikeable distance, less than 3 miles away, that could mode shift.
- Motor vehicle to and from the Recreation Center and high school, in particular, represent a key opportunity to shift modes to active transportation.
- A new bridge could provide a more direct route for some of these trips.
- New bridge could benefit individuals of lower incomes and communities of color.

STREETLIGHT DATA

Big Data for Mobility

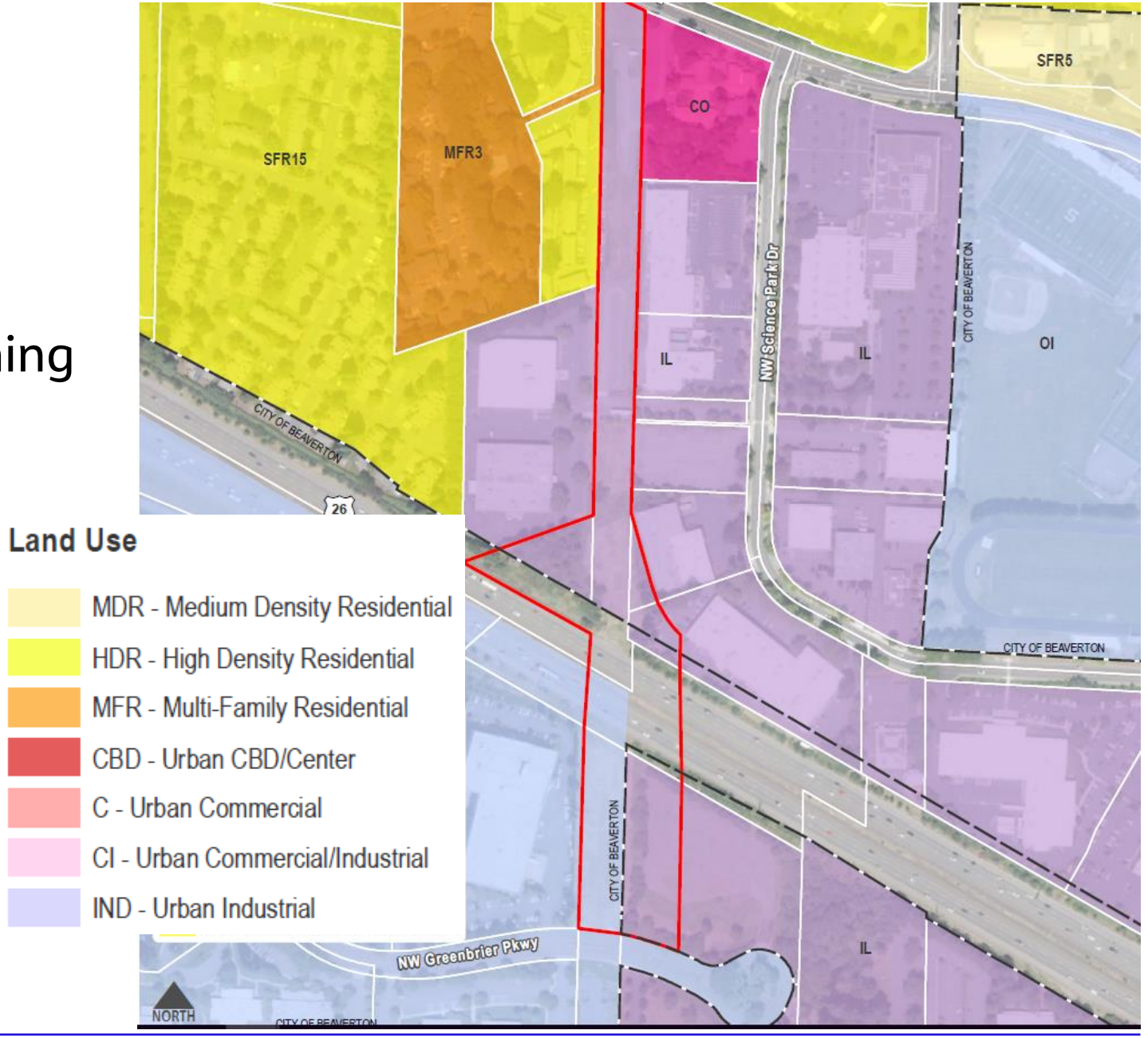
Data provided by Streetlight enabled team to gain a better understanding of how people walk, bike, and drive in area.

- It's NOT a model, a report or a static heatmap.
- It's a self-serve desktop software with **on-demand access to accurate mobility metrics.**

Existing Baseline Conditions

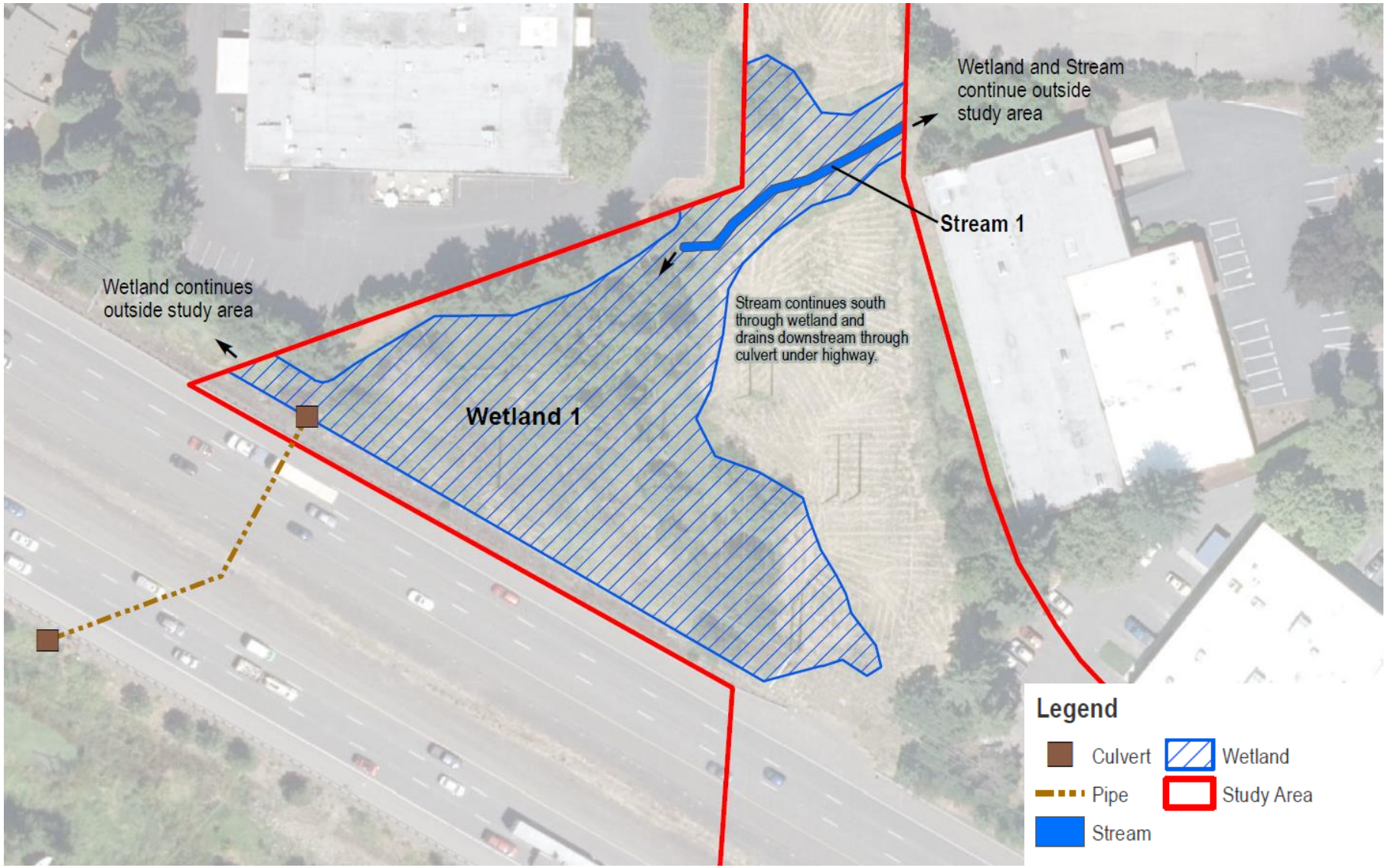
Land Use and Zoning

- Westside Trail Bridge and connections in long-range planning documents
- Half-way between Murray and Cornell overpasses
- Two local jurisdictions
- Industrial and Office Industrial Zoning
- Existing use of the BPA ROW



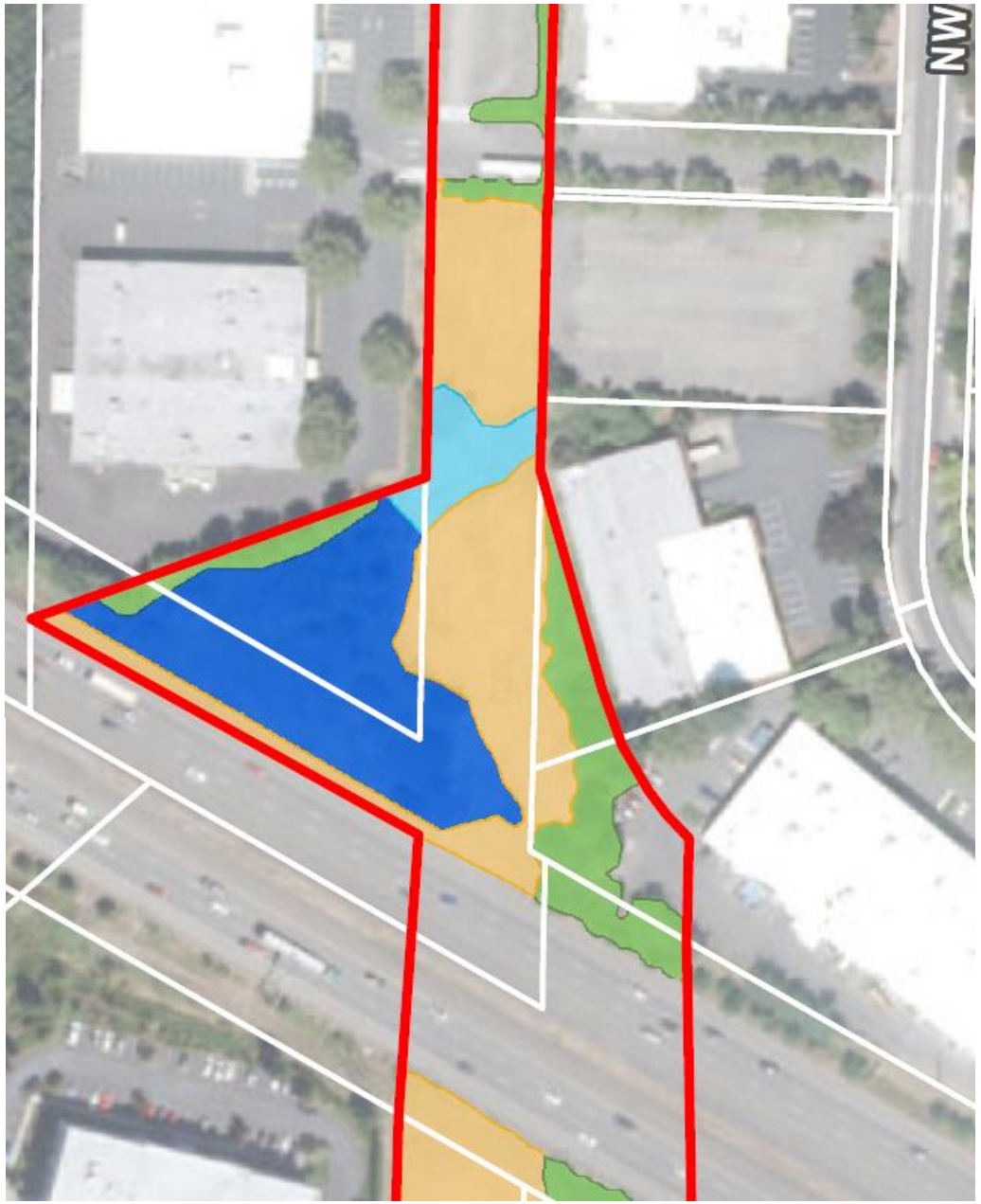
Wetlands

- 1.02 acre wetland shown with 50’ buffer
  - 0.4 acre onsite
  - 0.6 acre offsite



Vegetation and Habitat

- Noxious & invasive weeds present
- Marginal habitat for special status plants



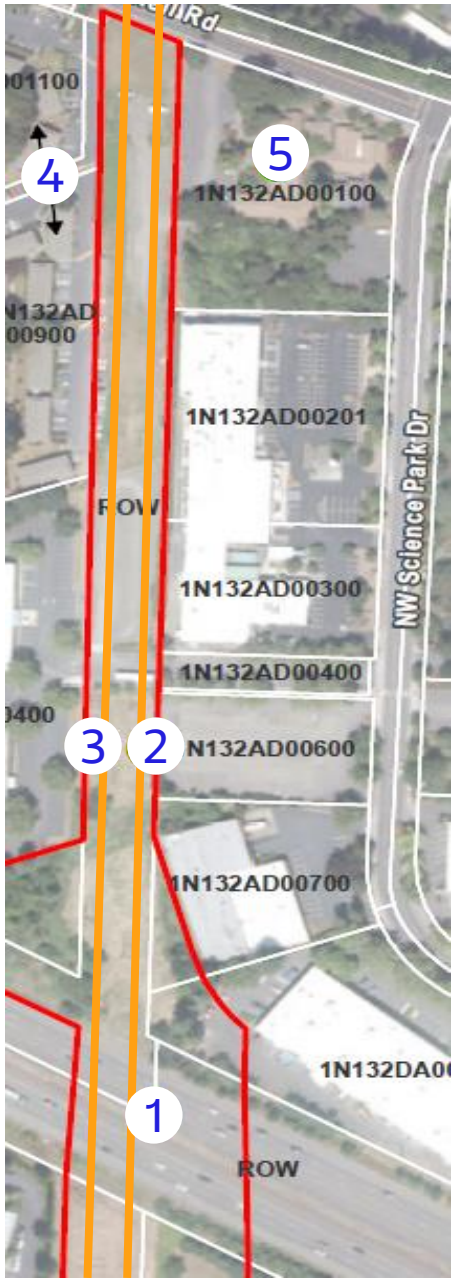
Biological Resources

- No federal, state Endangered Species Act listed species or their designated critical habitats present
- 1 unnamed perennial tributary to Willow Creek present
- US 26 is likely a complete barrier to fish passage in this tributary

Historic-era Properties

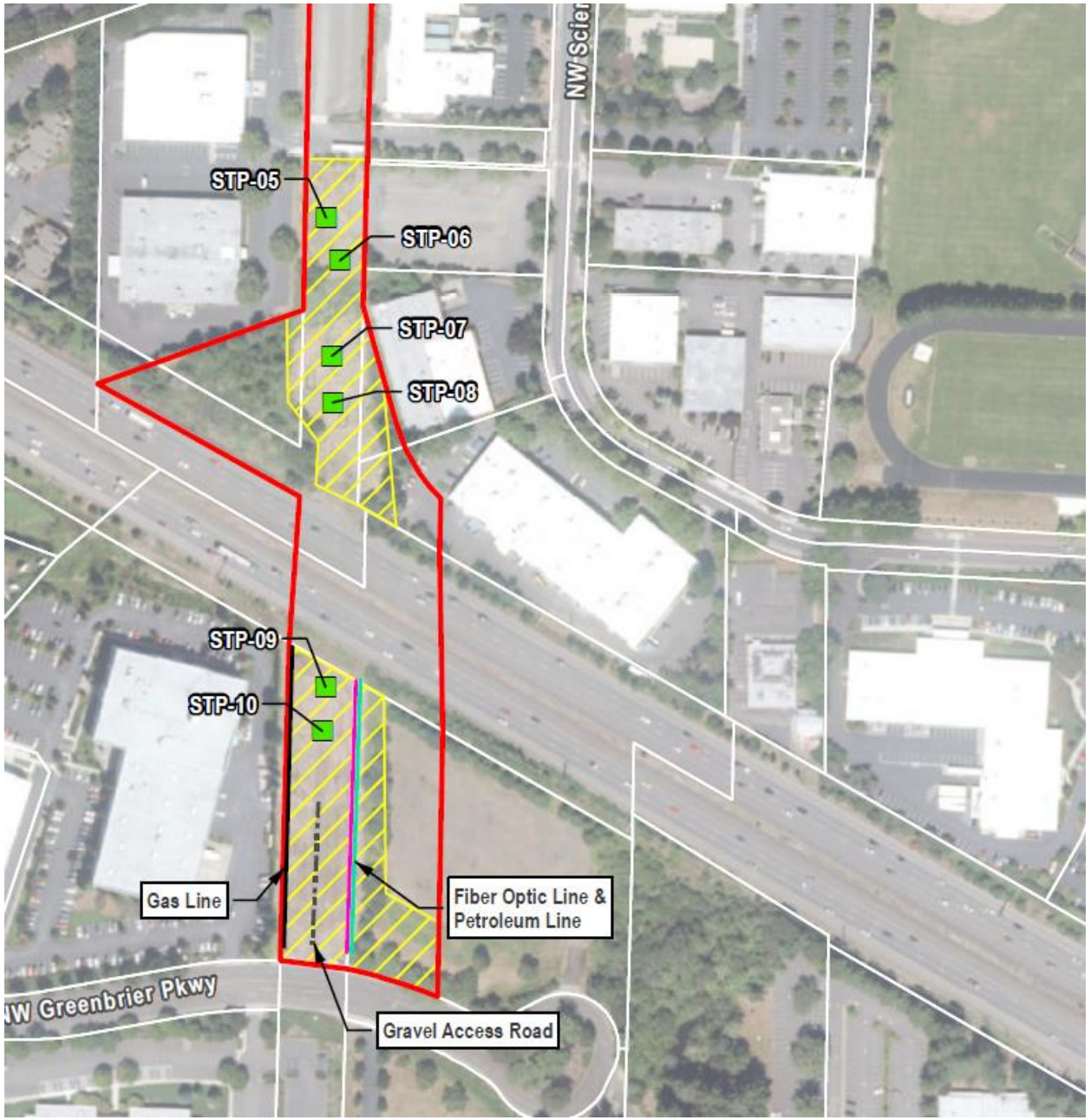
1. US 26, Sunset Highway
2. BPA Transmission Line*
3. Oregon City to St. Johns Transmission Line*
4. Oaks Apartments complex
5. Lifeworks Northwest

*properties that require Determinations of Eligibility to the National Register of Historic Places



Archaeology

- All negative shovel test pits (STP) and no findings during pedestrian survey
- Zero historic or pre-historic artifacts found in prior surveys of the area
- No further study required



Preliminary Design Concepts

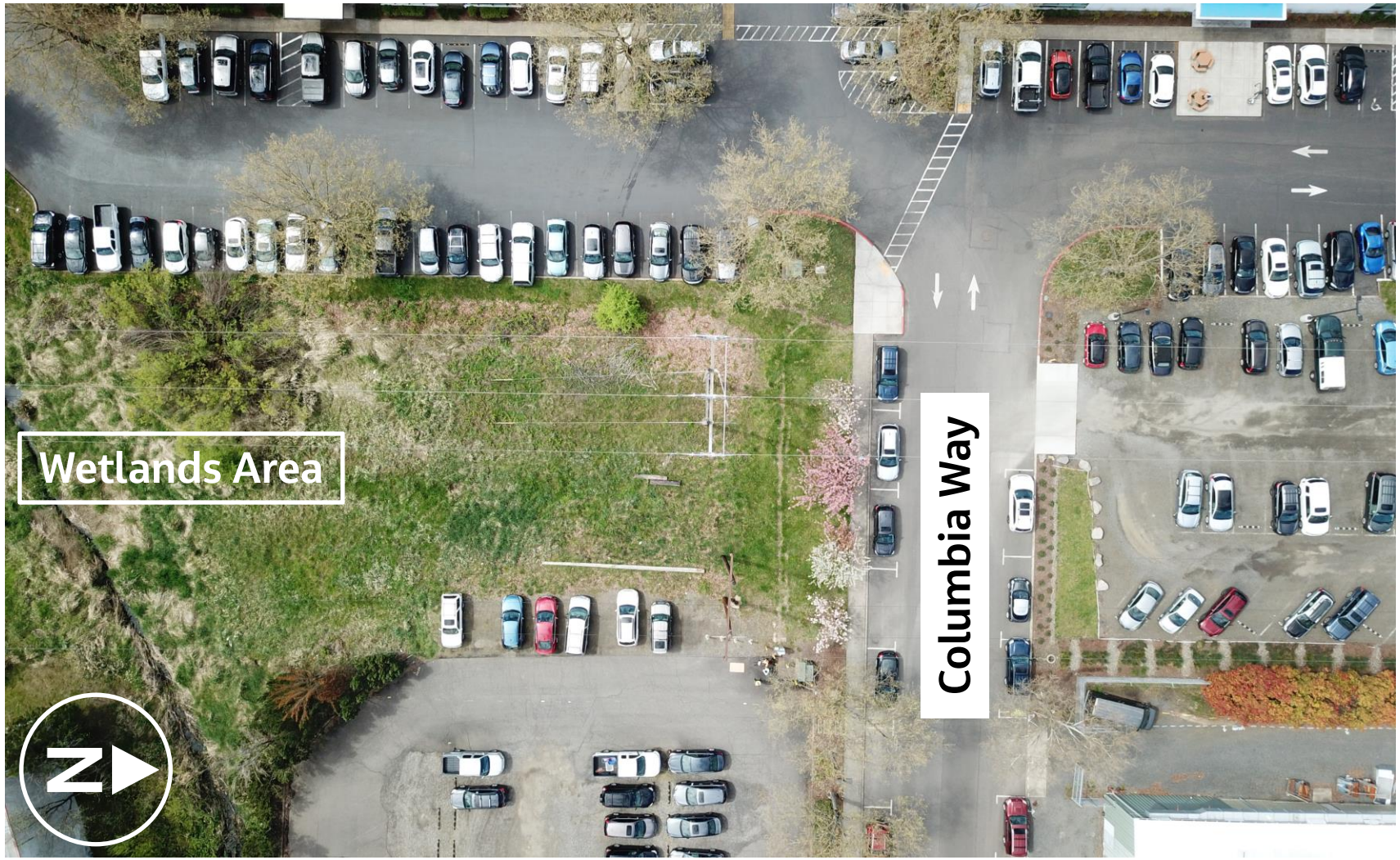
North and South Perspectives

- Desired clearance from transmission tower is 25’ - requires further coordination

North

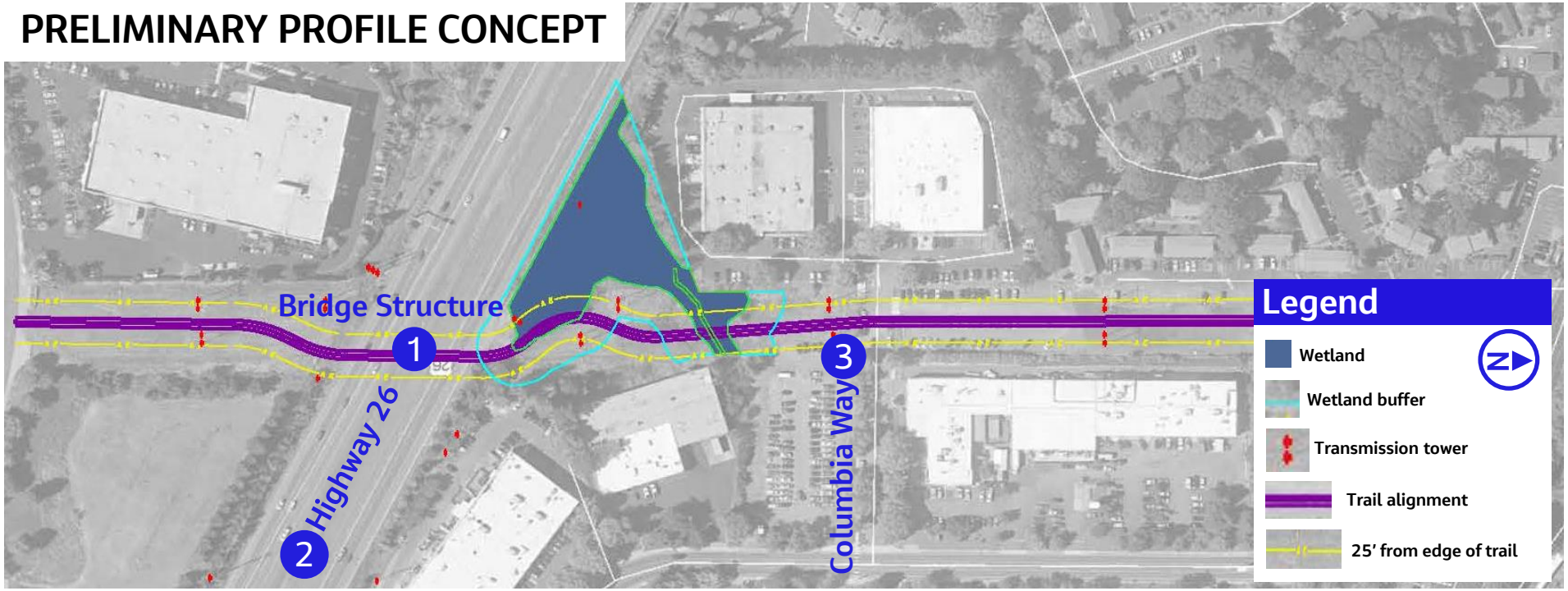
South

Trail Connection at Columbia Way



View North Toward Columbia Way

PRELIMINARY PROFILE CONCEPT



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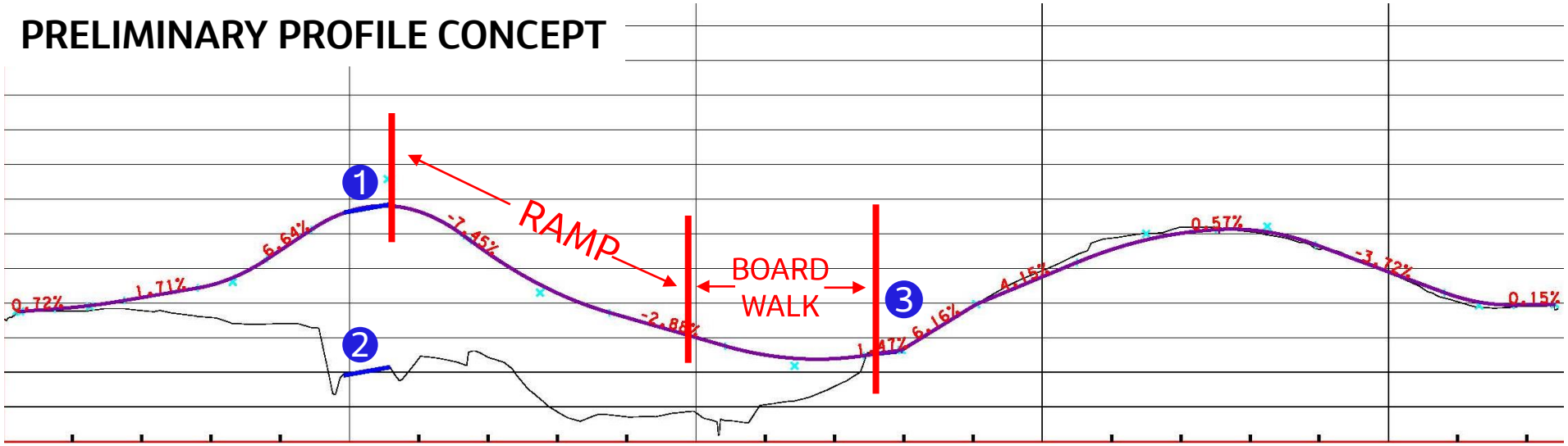

Bridge Types

Bridge Data Overview

- Span Configuration:
  - 2 Spans at 125’$^{+/-}$ per span (support column in Hwy 26 median)
- Bridge Width:
  - 14’-0” clear, assume 16’ out-to-out
- Total Bridge Area:
  - 4,000 SQFT
- Min Clearance Under Hwy 26:
  - 17’-4”, needs to be confirmed with the Oregon Department of Transportation (ODOT)
- Span lengths are fairly typical, and many bridge types will fit site.

Possible Bridge Type: Prefabricated Steel Truss

- Superstructure Depth: 7’-5” (0.06 D/S ratio)
  - Top to bottom chords, deck can be in the middle
- Typical Unit Cost: $350/SF
- Potential Overall Cost: ~$1,400,000
  - Does not account for added architecture
- Pros:
  - Can be constructed without falsework
  - Can be painted or use weathering steel
  - Above deck superstructure allows for shallower path profile/grades
  - Accelerated construction
  - Low maintenance
- Cons:
  - Not common over local highways, but some over Highway 26
- Other considerations:
  - Deck can be concrete or wood. Can use wood for rub rails to bring in natural element.
  - Can have a roof.
  - Supports could be made to look like natural stone or incorporate natural stone.

Photo courtesy of Excel Bridge

Next Steps

1. **Virtual Community Meeting**
   October 20, 2020
2. **Community Input Survey**
   October 5 – November 22
3. **THPRD Board Update**
   November 12, 2020
4. **Project News and Updates**
   www.thprd.org/parks-in-progress/westside-trail-bridge
5. **Ongoing community Engagement**

Thank you

Questions?

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PARK & RECREATION DISTRICT

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