

# the Sellwood BRIDGE

Volume 2, Number 2, Summer 2007

## Range of Bridge Options Ready for Community Feedback

After several property owner meetings, a public workshop attended by 333 people and an online survey that generated almost 1,900 responses, the range of Sellwood Bridge alignment options has been refined into six different river crossing locations. The alignments include:

- One to the south of the existing bridge
- Three to the north
- Two variations of the existing alignment that accommodate bridge rehabilitation as well as replacement

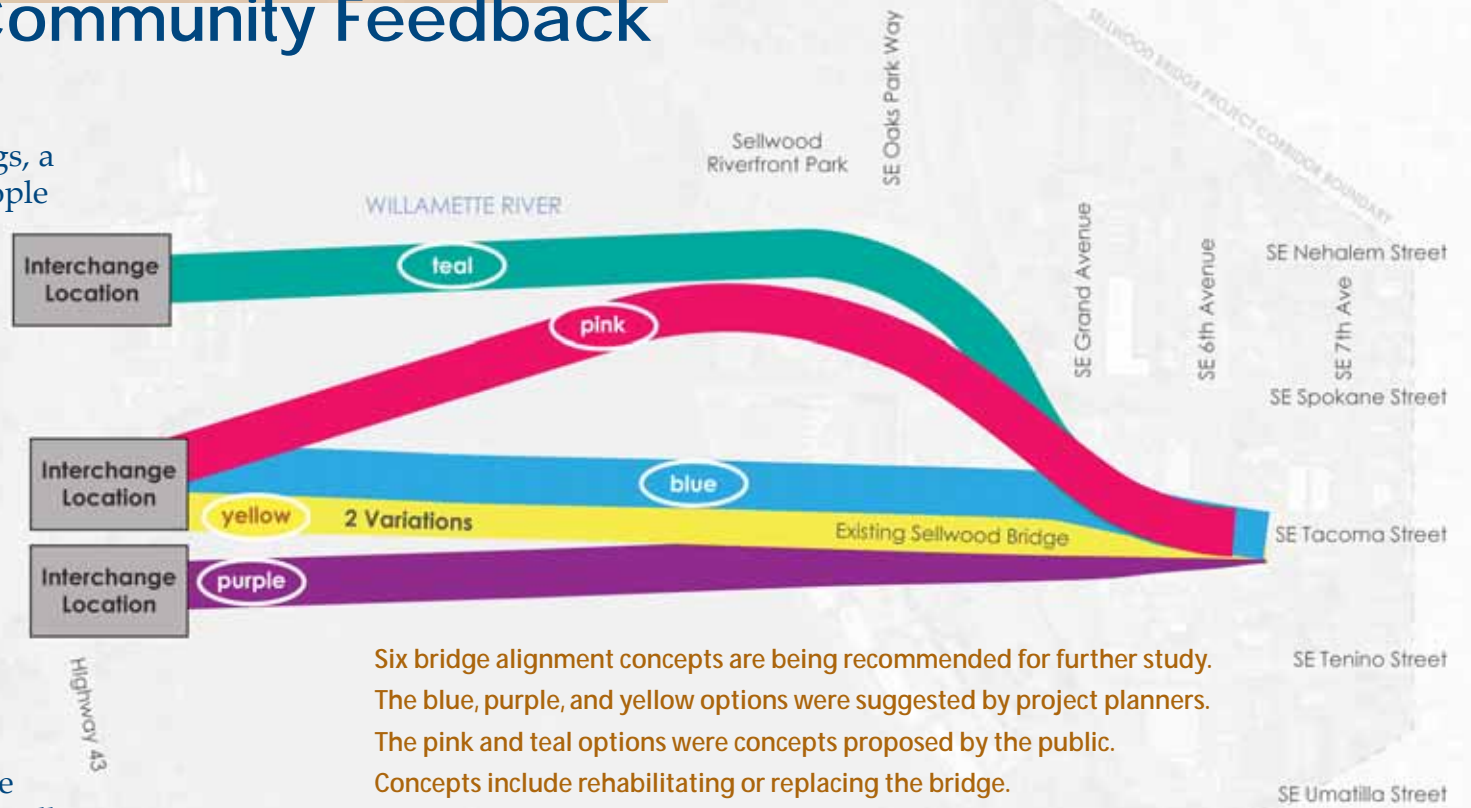
Now the range of alternatives must be narrowed down further to a few that will be studied in a draft environmental impact statement (draft EIS). You are encouraged to provide feedback on which should be included in the draft EIS by attending a public open house on July 25 and/or completing a new online survey ([www.sellwoodbridge.org](http://www.sellwoodbridge.org)) from July 30 through September 9.

Twelve different alignment concepts (seven developed by the project team and five suggested by the public) were reviewed by the Community Task Force and a policy group of elected officials. Six alignments were advanced for further study and six were removed from consideration.

Community suggestions that were advanced included new alignments further north that avoid riverfront residences entirely and reusing the existing bridge for bicyclists and pedestrians (and building a new bridge for vehicles). Other community suggestions—such as constructing a tunnel or making a direct connection from Highway 224 to Highway 43—were screened out as too costly or not meeting the project's purpose of serving the existing travel markets.

In addition to the alignments, several bridge cross sections and two interchange types were also advanced for further evaluation.

The cross sections include 2-, 3-, and 4-lane configurations ranging in width from 31 to 77 feet.



Six bridge alignment concepts are being recommended for further study. The blue, purple, and yellow options were suggested by project planners. The pink and teal options were concepts proposed by the public. Concepts include rehabilitating or replacing the bridge.

Other widths from 77 to 92 feet were considered too wide and were eliminated from further study.

Most of the cross sections are single level with vehicles, bicycles, and pedestrians using various combinations of lanes, bike paths, and sidewalks on the upper deck. Two options—one rehabilitation and one replacement—would place bicycles and pedestrians below the bridge deck on a shared path. The double-deck replacement bridge was also suggested by the community.

Ten interchange configurations were developed to connect the west end of the bridge with Highway 43. Consideration of how well each interchange would perform at rush hour in the year 2030 led to advancement of two 2-level interchange concepts:

- A single point (signalized) interchange
- A grade-separated roundabout without a signal

Until now, the alignments, cross sections, and interchange types have been studied separately. The project team has now assembled these parts into complete alternatives and evaluated them for factors such as cost, congestion relief, and residential and business impacts. The focus of the July 25th open house at Sellwood



When the banner returns to the Sellwood Bridge on July 30, you can take the online survey.

Middle School and the online survey to follow is to use this information to further screen the number of alternatives to be analyzed in the draft EIS.

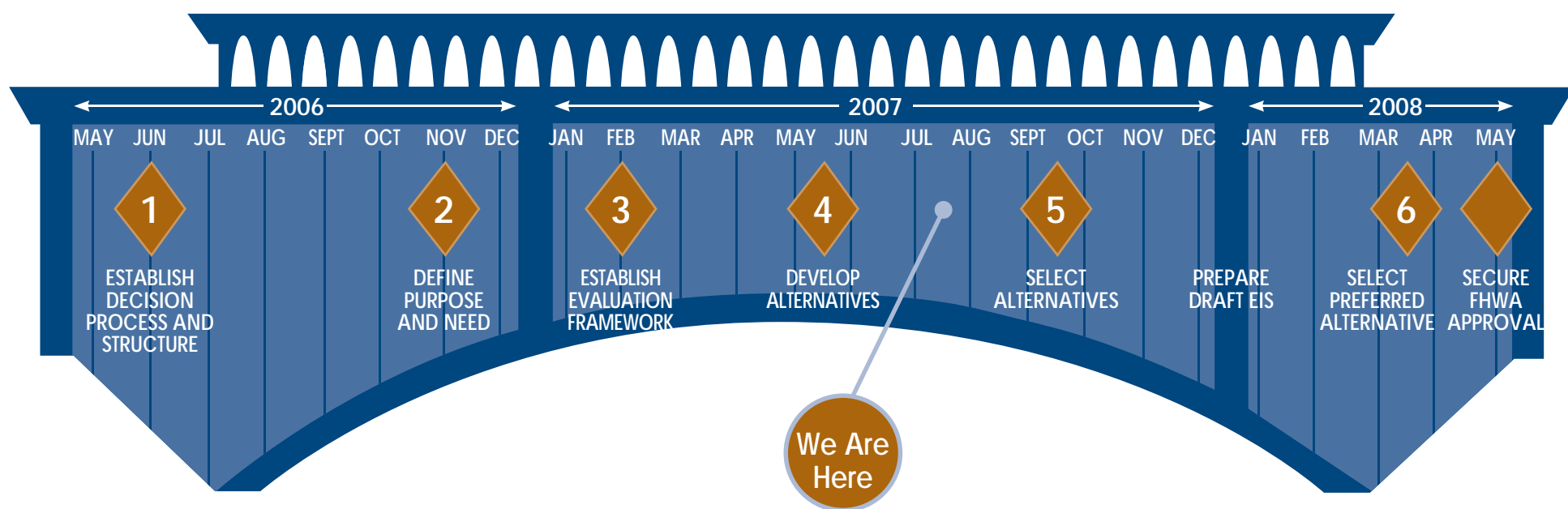
All of the bridge options being presented are practical solutions that reflect public values and input. "The project team has worked diligently to listen to the community and fold their ideas into the technical work underway," notes Multnomah County Commissioner and Policy Advisory Group chair Maria Rojo de Steffey. "We are pleased that so many people are taking the time to share their thoughts with us. The Sellwood Bridge study is much better for it."

# The Decision-Making Process



The Sellwood Bridge project is a 24-month planning effort to develop a locally supported alternative to address the long-term transportation deficiencies posed by deterioration of the bridge.

Alternatives have been developed for additional evaluation and screening. A select few then will be studied further in the draft environmental impact statement.



M539  
Public Affairs Office  
501 SE Hawthorne Blvd., 6th Floor  
Portland, OR 97214



ECRWSS  
POSTAL CUSTOMER

## What do you think?

New online survey July 30-Sept. 9!  
[www.sellwoodbridge.org](http://www.sellwoodbridge.org)

## Next Public Meeting July 25 at Sellwood Middle School

A public open house for the Sellwood Bridge project will be held on Wednesday, July 25, 2007 from 6 p.m. to 9 p.m. at the Sellwood Middle School gymnasium, 8300 SE 15th Avenue (enter via the gym entrance on Umatilla Street). You may drop by at any time. A short presentation followed by a question and answer session will be held every 45 minutes, starting at 6 p.m.

The goal for this meeting is to share information on how well each alternative performs against measures established by the Community Task Force, and receive public feedback on which alternatives should be selected for detailed analysis in the draft EIS. Participants can “construct” their own bridge based on combinations of their preferred alignment, bridge width, and interchange type—and learn about its impacts and cost.

“We hope that everyone with an interest in this project will join us on July 25th or take the online survey,” adds Multnomah County Commissioner Maria Rojo de Steffey. “We want to hear from as many people as possible.”

Reasonable accommodations can be made for people with disabilities. Please call (503) 988-6804 at least 1 week before the meeting.

¿Habla usted español? La información en esta publicación se puede traducir para usted. Para solicitar los servicios de traducción por favor llámé al (503) 988-6804.

### Come to the public meeting and find out:

- How well each alternative supports community quality of life
- Which alternatives work best for cyclists and pedestrians
- How each alternative impacts nearby residences and businesses
- Estimated life-cycle costs for each alternative
- Environmental impacts and more!