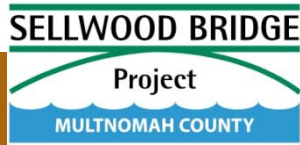




*Appendix I. Responses to DEIS
Comments*



Appendix I. Responses to DEIS Comments

Comments on the Draft Environmental Impact Statement (DEIS) were collected between November 7 and December 22, 2008. Individuals and agencies submitted comments online using the project Web site's comment form, in mailed letters, and in email correspondence with the project team. Because many commenters expressed the same ideas, comments with similar themes were grouped together to create a single consolidated comment that was matched with a single response. Table I-1 (pages I-1 through I-80) includes a response for each consolidated comment.

Table I-2 is a companion to Table I-1, listing the names of the commenters in Commenter ID order (pages I-81 and I-82).

If you are looking for the response to your comment, review Table I-3 (pages I-83 through I-86) to find your name (organized alphabetically by last name) and the consolidated comment number that includes a response to your comment. If your comment contained thoughts on more than one topic, a response to each topic is provided under a separate consolidated comment number. A copy of your original comment is provided in Appendix J, which is available at <http://www.sellwoodbridge.org/FinalEIS.aspx> or on a CD.

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
1	Preference	<i>I prefer Alternative A as presented, if a temporary bridge can be combined with this alternative.</i>	80, 157, 216
		Alternative A could have been constructed using a temporary detour bridge. However, this would have created three bridges during construction, with greater impacts to both residential properties and aquatic species. Local elected/appointed officials determined that a temporary detour bridge would not be as cost-effective as using the existing bridge while the new bridge was under construction. Only Alternatives D and E would allow for this approach.	
2	Preference	<i>I object to Alternative A because of the separate bike/ped bridge.</i>	166
		Local elected/appointed officials rejected the separate bicycle/pedestrian bridge concept for the following reasons: <ul style="list-style-type: none"> • The additional cost. • Safety/security concerns because motorists would not have been able to observe bicyclists and pedestrians who were not traveling directly adjacent to them. Bicyclists and pedestrians feel safer with this passive observation. • The increased impact to the natural and social environment because two bridges (and their piers) would have existed instead of just one. • Concerns from the bicyclist community that, if funding were limited, the construction of the bicycle bridge would have been delayed. 	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
4	Preference	<i>I prefer Alternative B because it provides for bikes and peds, while minimizing the public impacts.</i>	121, 134, 186
		Most bicyclists, pedestrians, and the project's local elected/appointed officials agree that a cross-section with bike/pedestrian facilities next to the roadway feels safer, because of passive observation of motorists. However, local elected/appointed officials also determined that Alternative B would be less cost-effective than the bridge-replacement alternatives and, therefore, identified and recommended Alternative D Refined as the preferred alternative. Alternative D Refined also provides for bicyclists and pedestrians at the roadway level.	
5	Preference	<i>I object to Alternative B because of the cost of the detour bridge unless you can show a \$30 million benefit from its use. Would it have a higher weight limitation than the existing bridge?</i>	80
		By law, the temporary detour bridge would be required to accommodate trucks and buses. Local elected/appointed officials determined that using a temporary detour bridge would be less cost-effective than those alternatives that would keep the bridge crossing open during construction without a temporary detour bridge.	
6	Preference	<i>I prefer Alternative C because:</i> <ul style="list-style-type: none"> <i>• It handles the traffic smoothly. It best maintains a continuous flow of traffic.</i> <i>• It best balances the needs of the region.</i> <i>• It separates bikes from traffic. A double deck design would lessen the impact that bridge width has on the adjacent bridges and residences.</i> <i>• The interchange at the west end is too complicated. I prefer the interchange on Alternative D.</i> <i>• Should be modified by the elimination of the 2nd traffic lane in the west bound direction in the middle of the bridge.</i> <i>• Do not even think about closing the cemetery access.</i> 	48, 54, 59, 80, 90, 110, 112, 113, 187, 189, 205
		Alternative C offers smooth movement through the interchange. However, during rush hours, this interchange type would move the congestion point to the next intersection. That is, Alternative C would not provide any significant travel-time savings. <ul style="list-style-type: none"> • The Draft Environmental Impact Statement (DEIS) analysis shows no difference in regional impacts among the alternatives. • While some commenters think the double-deck design has some positive attributes, other bicyclists judge the underdeck location of the bicycle and pedestrian facilities as feeling less safe because it does not have the passive observation of passing motorists. In addition, it is not aesthetically pleasing because of the noise and confined feeling created by the upper auto deck and hazard from birds roosting in the frame of the upper deck. • The interchange type from Alternative D is included in the preferred alternative, Alternative D Refined. • If Alternative C had been identified and recommended as the preferred alternative, the interchange and traffic lanes might have been modified to eliminate the second traffic lane in the westbound direction in the middle of the bridge. However, local elected/appointed officials did not identify and recommend Alternative C as the preferred alternative because it requires complete closure of the crossing for almost 4 years. They considered the economic impacts to the neighborhood unacceptable. • The trumpet configuration of the interchange in Alternative C cannot accommodate an access to River View Cemetery from Oregon (OR) 43 (SW Macadam Avenue).The preferred alternative, Alternative D Refined, provides for access to the River View Cemetery Superintendent's House (funeral home). 	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
7	Preference	<p>I object to Alternative C because:</p> <ul style="list-style-type: none"> It creates security issues for bikes and peds. I don't like the three lane design of this alternative. <p>The biking and pedestrian communities expressed security concerns about the double-deck design because passing drivers would not be able to observe them. In addition, many residents are concerned about having several lanes because they think it could potentially lead to four lanes on SE Tacoma Street. Both of these factors affected the local elected/appointed officials' determination to reject this alternative.</p>	154, 166, 191, 204
8	Preference	<p>I prefer Alternative D because I like the sleek look of the delta frame design and less cost.</p> <p>A refined version of Alternative D has been identified and recommended as the preferred alternative. There will be a process for selecting the bridge design that involves a citizens advisory committee and opportunities for general public comment. The design selection process will begin after the Federal Highway Administration issues a Record of Decision.</p>	137, 143
9	Preference	<p>I prefer Alternative D because it has the least closure time. Closure time would seriously affect my business. It will keep business open and provide access from Lake Oswego to the East side.</p> <p>The preferred alternative, Alternative D Refined, can be constructed without closing the bridge to traffic and without the cost of a temporary detour bridge. Local elected/appointed officials considered the potential economic impact to the business community and to the commuting public a significant factor when they identified and recommended this alternative as the preferred alternative.</p>	52, 101, 103, 104, 120, 137, 166, 180, 225
10	Preference	<p>I prefer Alternative D because:</p> <ul style="list-style-type: none"> It has space for each function, autos, bikes and pedestrians. Therefore, it provides the best bike and pedestrian facility. It would encourage more pedestrian and bike use of the bridge and therefore reduce carbon dioxide producing traffic. <p>Bicyclists and pedestrians strongly support this comment. The Draft Environmental Impact Statement (DEIS) found that all Build alternatives supported greatly increased bicycle and pedestrian use in the corridor. All of the Build alternatives improve connectivity to both the Willamette Greenway Trail and the Springwater Corridor Trail, and they provide a significantly safer bridge crossing.</p> <ul style="list-style-type: none"> Encouragement of bicycle and pedestrian travel modes would improve the carbon footprint of the project. 	61, 122, 204

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
11	Preference	<p>I prefer Alternative D because:</p> <ul style="list-style-type: none"> • It best maintains the livability issues of closure periods, impact on recreation or parks, and preparation for the future. It is appropriately scaled to the site. • Safety consideration for bikes, peds, and cars are dealt with. Not as many businesses, residents will be removed. • It destroys the least of the alternatives. Important factors to me are: avoid destroying homes, avoid destroying businesses, keep it simple—two lanes, sidewalks and bike lanes on both sides, avoid enlarging the bridge. • It would be my second choice if E is not selected. • We feel Alternative D is in a reasonable cost range, seems to have the least overall negative impact for residents, businesses, and bridge users, and seems to provide the most “bang for the buck”. We are willing to endure a longer construction time for what we feel is the best outcome. • Will allow for future adaptation. 	51, 52, 61, 123, 124, 137, 143, 154, 166, 181, 191, 204
		<p>Local elected/appointed officials identified and recommended Alternative D Refined as the preferred alternative because it can be constructed without long-term closure to traffic, because it can be constructed in phases, if necessary, and for the additional reasons stated within this comment.</p>	
12	Preference	<p>I prefer Alternative D with a trumpet interchange design because I like the balance of the positives of Alternative D, with the operations of the trumpet intersection. Is this a possible combination? Maybe the signal would work well, I am not able to tell.</p>	217
		<p>Local elected/appointed officials identified and recommended Alternative D Refined (with the signalized interchange) as the preferred alternative. A primary concern with the trumpet interchange is that it eliminates access to the River View Cemetery from Oregon (OR) 43 (SW Macadam Avenue). This eliminates the viability of the funeral home business in the Superintendent’s House served by that access. The signal would allow bicyclists, pedestrians, bus riders, and streetcar users to safely move through the interchange and transfer from one mode to another at that location.</p>	
13	Preference	<p>I object to Alternative D because:</p> <ul style="list-style-type: none"> • Of the number of families displaced. • The threat of Alt D will hold residents in River Park and Sellwood Harbor hostage for a number of years. We are not able to sell and move. Several of us are seniors and have health needs that require that we move but we are not able to sell. Acquisition will reduce operating revenue for the homeowners associations. Construction will be a major annoyance. We have personally been victims of not being able to sell, though we need to move to assisted living. • I am in my seventies, and my home would be taken for this project. It would affect me tremendously, but also our entire community of seniors: financially, emotionally and aesthetically. I don’t want to move at this point in life, but can’t anyway, because of the onus on the property. The property value would not matter if we didn’t actually have to move and it was only a paper loss. Alternative D does not consider the lives of good citizens. • I do not trust the projection that only 5 condos would be taken. Contrary to projections, all owners in River Park and Sellwood Harbor condominiums would be hurt by this alternative. When will we get accurate ROW cost projections for D? • The alternative will land on unstable ground. 	67, 75, 80, 99, 117, 130, 165, 179, 183, 215

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>All alternatives would displace some residences; Alternative E would displace the largest number of residential units.</p> <ul style="list-style-type: none"> Those residents who must live next to a construction zone would undoubtedly experience adverse impacts. These impacts would impact some people regardless of which alternative is chosen. However, several access, noise, air quality, and water quality requirements would restrict actions of the contractor during construction to help minimize these impacts. Unfortunately, the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, does not allow for compensation to owners who would be indirectly impacted during construction, but whose property would not be required for the project. After construction begins, these residents would sustain temporary impacts (primarily daytime noise and inconvenience) during the construction period. Local noise ordinances would limit noise emissions to primarily daytime hours, except for very limited time spans for activities such as rock blasting in the west-side interchange area. Blasting would be limited to evening hours (for driver safety reasons) for a short duration during the project. Although Alternative D would cause relocation of some residents, other alternatives would also cause residential and business displacements, as well as impacts to public facilities. The project team has made commitments regarding the extent of the impacts to the condominiums. Property owners who the project would displace would be able to approach Multnomah County regarding acquisition after the Federal Highway Administration issues a Record of Decision. Right-of-way acquisition would normally begin about one-third of the way into the final design phase, and would likely continue until just before construction contract bid letting, a period of about 2 years. Property would be purchased at fair market value as determined by an appraisal and in accordance with the ODOT right of way procedures. All alternatives would be located on unstable ground to some degree. Geotechnical experts have advised that the slide can be stabilized through a collection of techniques that would lighten the load on the toe of the slide, anchor the slope into the underlying bedrock, and drain excess water that aggravates the slide. 	
14	Preference	<p><i>I prefer Alternative E because:</i></p> <ul style="list-style-type: none"> <i>There would be no need to close the bridge during construction. There would be no phasing so construction would not carry out for years. It would save the cost of a temporary bridge.</i> <i>It can be built faster than Alt D depending on bridge type.</i> 	66, 77, 86, 97, 98, 102, 160, 164, 180, 194, 207, 214
		<p>Alternative E could be constructed without a temporary detour bridge or closure to traffic. A key disadvantage of Alternative E is that it would have to be built as a whole—that is, both the bridge and the west-side interchange would have to be built at one time. Because funding has not yet been identified for the whole project, selecting this alternative would pose too large a risk that the project might not be able to go forward at all.</p> <p>The duration of construction of Alternative E might be faster than with Alternative D, but Alternative E would have significantly larger business and residential impacts. In addition, it would impact more park and recreational facilities. Also, the curved alignment of Alternative E is considered less desirable from an engineering perspective.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
15	Preference	<p><i>I prefer Alternative E because it would affect less parkland. Additional land could be used for a public purpose.</i></p> <p>Alternative E would impact seven park and recreational facilities, whereas the preferred alternative, Alternative D Refined, would impact only five. The total impacts of Alternative E on parkland would be only a tenth acre less than those for Alternative D. After local elected/appointed officials identified and recommended Alternative D as the preferred alternative, the design of the bike/pedestrian ramps on the west end was altered to reduce the impacts on parkland, making Alternative D Refined the alternative that would have the least impact (that is, half an acre less than Alternative E).</p>	63, 73, 77, 97, 207, 214
16	Preference	<p><i>I prefer Alternative E because if you use the box girder design, it would cost less than a, B, or D and the same as C.</i></p> <p>Your observation may be true, but identification of a preferred alternative did not include bridge type. Local elected/appointed officials will identify the bridge type after the Federal Highway Administration issues a Record of Decision. While cost is a factor, other factors (such as aesthetics, constructability, and aquatic impacts) must be considered when selecting the bridge type. The public will have opportunities for input on the bridge type decision.</p>	86, 96, 97, 207
17	Preference	<p><i>I prefer Alternative E because:</i></p> <ul style="list-style-type: none"> <i>• The impacts of Alternative E are characterized as adverse, however I do not believe the impacts are significant. E will have only minimal impact on the nearby city park. Will not result in destruction of Oaks Pioneer Church. It will cause only 2 decibels of noise increase which is considered a "no adverse effect" to this historic property. The number of acres impacted by E is less.</i> <i>• Jobs will not be lost, they will have to relocate. There is nearly 2 million square feet of vacant office space in southeast and southwest Portland.</i> <i>• The Sellwood Water Front Park will not be harmed. There will be useable land from the ROW purchases to expand the park with this Alt.</i> <i>• The noise would not disturb anyone. It would release the Sellwood Harbor tenants from "hostage" status. There would be no property tax lost from Sellwood Harbor.</i> <p>The Draft Environmental Impact Statement (DEIS) and this Final Environmental Impact Statement (FEIS) describe impacts in terms of comparative quantities. It is likely that individuals who might experience the impacts personally would ascribe different values to the impacts than the values ascribed by those people who would not be directly impacted. Both approaches to evaluating the impacts come into play during the selection process. Local elected/appointed officials considered all of the points listed in this comment before making their decision.</p> <p>A significant difference between Alternatives D and E (because both could be constructed while maintaining a river crossing during construction) is that Alternative D Refined could be built in phases if funding becomes available only in installments. Alternative E would require full funding for the whole project from the beginning. During this period across the United States, transportation projects are significantly underfunded. Given the condition of the existing bridge and the necessity for action, local elected/appointed officials identified and recommended an alternative that could be accomplished as funding becomes available, rather than Alternative E, which would have required an all-or-nothing approach. Other reasons local elected/appointed officials preferred Alternative D over Alternative E are discussed in responses to Comments #14 and #15.</p>	63, 75, 77, 96, 97, 106, 164, 183, 207, 214, 215, 217

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
18	Preference	<p>I prefer Alternative E because:</p> <ul style="list-style-type: none"> I prefer the dedicated transit lanes which should be designed to allow for streetcar to Sellwood that could also connect to future Milwaukie light rail. Provides the least disruptive alignment relating to transit. Can be modified later to accommodate future transportation needs. I think track should be built into the transit lane decks for future streetcar routed on Tacoma St. Various extension scenarios were offered. It is the only alternative that supports transit. 	65, 73, 77, 86, 133, 164, 207, 215, 225
<p>All Build alternatives would support public transit. The wide cross-section of Alternative E would have dedicated transit lanes. However, taken as a whole, local elected/appointed officials determined that a short distance of a transit lane on the bridge without separate transit lanes on SE Tacoma Street would not significantly improve transit operations through the corridor. In addition, the community felt that four lanes on the bridge would create a temptation to convert the transit lanes to general traffic lanes in the future, which would conflict with the City of Portland’s 2001 <i>Tacoma Main Street Plan</i>.</p> <p>Since its identification and recommendation as the preferred alternative, Alternative D Refined has been modified to accommodate both a streetcar proposed in the Portland to Lake Oswego Streetcar Project and a potential streetcar line that might cross the Sellwood Bridge in the future.</p>			
19	Preference	<p>I prefer Alternative E because:</p> <ul style="list-style-type: none"> Could it be designed to go over or around River Park offices? Could the church be moved? 	65, 95, 97
<p>The project team evaluated and rejected both of these ideas. The new bridge cannot be built over an inhabited building. If the River Park Offices were avoided, either Sellwood Riverfront Park or River Park Condominiums would have been impacted. Section 4(f) of the U.S. Department of Transportation Act of 1966 provides Sellwood Riverfront Park and Oaks Pioneer Church special protection. Because prudent and feasible alternatives to impacting these properties are available, this approach was not feasible under the law.</p>			
20	Preference	<p>I prefer Alternative E, and I am strongly opposed to Alternative C.</p> <ul style="list-style-type: none"> Alternative E provides the best access to the River View Cemetery. It also preserves the best relationship of the road to the Superintendent's House. It is important to me and my family that we can continue to access the cemetery from OR 43. Many use the lower entrance to access the cemetery, and would find it a hardship if it were removed. Could the historic lower entrance be preserved? Many bicyclists use the cemetery and would be dismayed to have Alternative C. 	85, 92, 93, 100, 118, 123, 125, 128, 160, 191, 192, 196, 197, 198, 199, 200, 202, 203, 206
<p>Many commenters opposed eliminating access to the River View Cemetery from Oregon (OR) 43 (SW Macadam Avenue). Alternative C also would eliminate access to Powers Marine Park and the Staff Jennings property. Local elected/appointed officials felt that these aspects of the trumpet interchange were key reasons for rejecting Alternative C.</p> <ul style="list-style-type: none"> Local elected/appointed officials rejected Alternative E primarily because it could not be constructed in phases; would displace the most residences and businesses; and would have greater park and recreational facilities impacts than the other Build alternatives. In addition, the curved alignment of Alternative E was considered less desirable from an engineering perspective. The preferred alternative, Alternative D Refined, would provide full access to the River View Cemetery, Powers Marine Park, and the Staff Jennings property. 			

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
21	Preference	<p><i>I prefer Alternative E, and I am strongly opposed to Alternative A, B, C or D because:</i></p> <ul style="list-style-type: none"> • <i>Of the impacts to River Park and Sellwood Harbor Community. Our house values will be impacted from now through construction if one of A through D were selected. We would also be impacted significantly during construction by construction activities. The noise and dust could prove to be a health hazard. The inclusion of a temporary bridge would place us between two construction areas. If E is selected, we are confident that our house value will be restored.</i> • <i>We do not believe that the condos that are displaced by Alternative A through D, could be removed without damaging the remaining units.</i> 	96, 97, 99, 106, 130, 151, 168, 207, 214, 215, 215, 220, 222
		<p>While Alternative E might lessen the construction-period impacts, it is doubtful that it would eliminate impacts to the River Park and Sellwood Harbor residential complexes. Alternative E would deconstruct the existing bridge, so even Alternative E would cause impacts in the immediate vicinity of the two housing complexes. The construction impacts of Alternative E would continue to influence buyer behavior in the immediate area. The preferred alternative, Alternative D Refined, would eliminate the need for a temporary detour bridge, reducing the impact area to one bridge instead of two.</p> <p>The architectural and engineering evaluations of the structures that Alternative D Refined would modify indicate that the condominiums could be successfully removed without damaging the remaining units. The project team is committed to the partial removal of the multiple-unit buildings impacted. The remainder would be made functionally whole.</p>	
22	Preference	<p><i>I prefer Alternative E, and I am strongly opposed to Alternative A, B, C or D because it is very poor judgment to select an alternative that is grounded in soils which are unstable. Can be built more rapidly than D. Can be the least expensive if 64 feet wide. E is the only alternative that lands on stable ground.</i></p>	75, 77, 96, 97, 164, 165, 214
		<p>None of the alternatives, including Alternative E, would be located on completely stable ground. All the Build alternatives would require mitigation to stabilize the landslide because all of them pass over parts of the slide. Geotechnical specialists are confident that all the alternatives, other than the No Build Alternative, could be successfully and similarly stabilized. Alternative E also would have significantly larger business and residential impacts, and would impact more park and recreational facilities. In addition, the curved alignment of Alternative E is considered less desirable from an engineering perspective.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
23	Preference	<p><i>I prefer Alternative E, and I am strongly opposed to Alternative A, B, C or D because:</i></p> <ul style="list-style-type: none"> • <i>It does not displace condos in the Sellwood Harbor or River Park developments. Displacement of homes should not be considered when there is an alternative that only relocates businesses.</i> • <i>Relocating a business is not the same as losing a job. The River Park Center is willing to be condemned and is having trouble getting tenants due to uncertainty.</i> • <i>The loss of condo units places a hardship on those that are left. The units that are left will have a reduced market value.</i> • <i>The neighborhood of residents and business owners worked together to create Alt E, but the inclusion of 4 lanes threatens to be changed in the future to create a 4 lane thoroughfare on Tacoma St and disembowel the Tacoma Street Plan we fought for.</i> • <i>Alt E has less aquatic impacts than D. Alt E creates less impervious surface than D.</i> • <i>E is the only viable option, period. It has no closure, The River Park office building can find other office space. #1 priority is livability, period. This is not a regional fix for Clackamas County. Don't destroy our neighborhood and homes.</i> • <i>Please do not displace homeowners in order to build a new bridge when option E is available. Residences and families should take precedence over businesses, the church can be moved away from the new bridge just as it was moved before.</i> • <i>Do the right thing and move it to the north. And away from our homes. These condos were not built to withstand the high level of sound that comes with high numbers of trucks and cars that will come that close to our home. People can already see that I'm having dinner, I just don't want them to see what I'm having for dinner.</i> 	<p>50, 65, 66, 73, 75, 77, 96, 97, 99, 106, 111, 114, 165, 193, 207, 208, 214</p>

Alternative E would displace more residential units than the preferred alternative, Alternative D Refined, and many more business units.

- It is acknowledged that, during construction, owners might experience difficulties selling residential units that the construction activities would not displace. However, upon completion of the new facility supporting multi-modal transportation, the expectation is that construction would no longer be a factor in the market value. Property values are dependent on many factors. The introduction of multimodal facilities usually has a positive effect on property values.
- During the identification of a preferred alternative process following the December 10, 2008, public hearing, local elected/appointed officials evaluated Alternative E with a smaller cross-section. Even with a smaller deck size, this alternative could not be built in phases, which was a primary reason they rejected it.
- Modifications to Alternative D resulting in Alternative D Refined include reducing the west-end width by one lane, replacing the spiral bike/pedestrian ramps with ramps that follow the curve of the roadway, and refining the pier location and size. With these changes, the Alternative D Refined concepts for either a deck-arch or a delta-frame bridge type now rank first and third in aquatic sensitivity when compared with all the Build alternative concepts considered in the Draft Environmental Impact Statement (DEIS), including Alternative E.
- As the design phase progresses, the project would be continuously improved to further reduce adverse impacts.

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
24	Preference	<p><i>I prefer Alternative E, and I am strongly opposed to Alternative A, B, C or D because:</i></p> <ul style="list-style-type: none"> <i>The argument that Alternative D is less expensive than Alternative E does not hold water</i> <i>Alternative E provides the most cost effective transportation corridor.</i> <i>If a hybrid and narrower cross section is used, E will be that much less expensive than D.</i> 	65, 73, 97, 130
		<p>During the identification of a preferred alternative process, local elected/appointed officials evaluated Alternative E with other, narrower cross-sections. A key reason why they ultimately rejected Alternative E was that it could not be constructed in phases. They did not consider the cost factor to be as important as the requirement that the whole Alternative E project be fully funded from the beginning. Alternative E also would have significantly larger business and residential impacts, and would impact more park and recreational facilities. In addition, the curved alignment is considered less desirable from an engineering perspective.</p>	
25	Preference	<p><i>I prefer Alternative E, and I am strongly opposed to Alternative A, B, C or D because:</i></p> <ul style="list-style-type: none"> <i>A, B, C, or D could be widened later and take more houses out.</i> <i>This is the only alternative that has flexibility to meet future needs.</i> 	66, 97, 201, 207
		<p>All alternatives meet the Purpose and Need of the project, and any of the crossings could be altered in the years beyond the 20-year timeframe of this project. Clearly, however, Alternative E would be the easiest of the alternatives to change, requiring only a redesignation of the transit lanes. The Sellwood community and the City of Portland remain committed to the transportation plan expressed in the Tacoma Main Street Plan. All alternatives are consistent with this plan. Long term goals of the City of Portland are for a higher percentage of future trips to be taken by alternative modes, including bicycle, pedestrian, and public transit. All Build alternatives strongly support that goal. If this strategy is successful, there would be less pressure to consider adding lanes to this bridge in the years beyond the 20-year timeframe of the project.</p>	
26	Preference	<p><i>I prefer Alternative E, and I am strongly opposed to Alternative A, B, C or D because:</i></p> <ul style="list-style-type: none"> <i>Considering environmental and future logistical scenarios for transit, E is the better choice.</i> 	114, 165, 207
		<p>All Build alternatives would support future transit. Local elected/appointed officials did not feel that the benefit to transit from Alternative E's cross-section would be sufficient to support the added cost and impacts of selecting it.</p>	
27	Preference	<p><i>I prefer Alternative E with a 64 foot cross section It could be built narrower to save costs, and widened if needed in the future.</i></p> <ul style="list-style-type: none"> <i>The wider E could be made four lanes, and could violate the Tacoma Main Street Plan in the future.</i> 	73, 77, 130, 136, 194, 201, 214, 225
		<p>Local elected/appointed officials evaluated Alternative E with a 64-foot-wide cross-section because of these and similar comments. Despite a narrower cross-section, this alternative still could not overcome the disadvantage of not being constructible in phases. Alternative E also would have larger business and residential impacts, and would impact more park and recreational facilities. In addition, the curved alignment is considered less desirable from an engineering perspective.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
28	Preference	<p>I object to Alternative E because:</p> <ul style="list-style-type: none"> It is the most destructive of the choices and the configuration of the west end seems to offer more problems than it solves. It is too big, and will lead to pressure to widen Tacoma. Alt. E would cause relocation of our firm that employs over 50 professionals. In 2008, 12.5% of trips made by our employees were by bicycle. We located here in 2007. It would cause relocation of my job. It will negatively impact our family and our neighborhood and is not as cost-effective. It also has a long closure time. 	80, 90, 101, 121, 137, 143, 154, 209, 217
		The Community Task Force (CTF) and the Policy Advisory Group (PAG) took these issues and others into consideration, and decided not to advance Alternative E, primarily because it cannot be constructed in phases. They decided to forward Alternative D Refined (that is, Alternative D with some modifications) as the preferred alternative.	
29	Preference	<p>I object to Alternative E because:</p> <ul style="list-style-type: none"> The impact on the Oaks Pioneer Church and on local streets would be far reaching. The loss of revenue to the Church would be permanent. Because of its impact on Riverfront Park. 	115, 146, 186, 204
		Local elected/appointed officials considered these reasons when rejecting Alternative E as the preferred alternative.	
30	Preference	<p>I object to Alternative E because I object to a north side alternative because we paid much more for our condo so that we did not face a bridge. This would unfairly devalue our condo.</p>	153
		Thank you for your comment. Alternative D Refined was identified and recommended as the preferred alternative.	
31	Preference	<p>I prefer the No Build because:</p> <ul style="list-style-type: none"> First, short term, replace the failed west approach with a steel structure. Repair and maintain the existing bridge. Drop a "skinny" bridge over current bridge. Does not disrupt residents and businesses. Park areas are left intact. Cheaper. Do we really want to encourage heavier traffic? In addition to the No Build, would it work to build the Alternative A bike/ped bridge alongside the No Build plan? It does not impact the cemetery access. Due to the economy, we cannot afford to construct a new bridge at this time. The No-Build should still be on the books With the economy in turmoil, it makes no sense to build a 300 million dollar bridge. Rebuild the existing one. There are likely to be lawsuits. That would delay the process further. A new bridge needs to be at a new location. Leave it the way it is. You don't and won't have the money. Moving traffic through our neighborhood seems to be the issue, not the effect on the neighborhood. Close the bridge to vehicles and truck traffic and use it for pedestrians and bicycles only. My concern is the impact that the new bridge and construction process would have on my residence at SE 7th and Spokane St. Noise, litter, traffic, parking, paving and ramping over park space, and the livability of the remaining residential neighborhood. 	55, 61, 67, 83, 89, 161, 195, 209, 210

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>The No Build Alternative would cost approximately \$54 million for repairs just to keep it open for another 20 years. At that point, additional repair projects would likely be necessary. The existing bridge could not be repaired to the point where bike and pedestrian facilities could be added. In short, maintenance alone could not provide a modern transportation solution responsive to the need and the bridge would continue to need intensive maintenance.</p> <ul style="list-style-type: none"> • The bridge closure for the repairs (approximately 8 months) would negatively impact the community and commuting public. Closing the bridge completely would have a very negative effect on the ability of Sellwood to sustain the neighborhood business community. Although business cycles sometimes briefly impact transportation investments, such investments need to be evaluated for the long term. The Build alternatives would provide a bridge with at least a 75-year lifespan. • While residents whose homes a Build alternative would displace would experience direct impacts, no substantial impacts to the neighborhood at large are anticipated from any of the Build alternatives. It is not expected that any of the Build alternatives would stimulate vehicle traffic growth or that the No Build Alternative would reduce traffic growth. The Build alternatives are expected to stimulate bicycle and pedestrian use. 	
32	Preference	<p><i>I object to the No Build because:</i></p> <ul style="list-style-type: none"> • <i>I do not want to see the bridge given a band-aid just to put off construction for another day.</i> • <i>No Build is not acceptable. This would spend public money with no tangible gain in the long run</i> 	82, 131
		The Policy Advisory Group (PAG) agreed with this point of view. The preferred alternative, Alternative D Refined, would construct a new bridge and interchange.	
33	Preference	<p><i>I prefer any of the Build Alternatives that stay on the existing alignment as long as no detour bridge is built on SE Spokane St.</i></p>	88, 137, 172, 175
		The preferred alternative, Alternative D Refined, would be on the existing alignment and would not require a temporary detour bridge. Local elected/appointed officials considered these as important factors when selecting the preferred alternative.	
34	Preference	<p><i>We want the selection of alternative to be based on the following:</i></p> <ul style="list-style-type: none"> • <i>Supportive of an alternative and design option that creates the least amount of negative impacts to fish and wildlife populations.</i> • <i>Does not create pressure to add lanes on Tacoma Street.</i> • <i>Does not increase cut-through traffic.</i> • <i>Preserves economic vitality.</i> • <i>Preserves the ambience and prestige of the Oaks Pioneer Church.</i> • <i>Least disruption of parkland, residential units, and businesses, in that order.</i> • <i>Don't build a bridge larger than the neighborhood can handle. This is the only bridge that feeds directly into a neighborhood.</i> • <i>Replacement bridge should have the same alignment as the existing bridge.</i> 	80, 121, 139, 163, 166, 185, 188

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>Local elected/appointed officials initially identified and recommended Alternative D as the preferred alternative because it met all of these criteria except the first one regarding impacts to fish and wildlife. They subsequently revised the bridge concept and the west-side interchange to reduce impacts to fish and wildlife resources. In addition, they developed mitigation measures that would reduce impacts that would still occur. This Final Environmental Impact Statement (FEIS) documents the impacts of the preferred alternative, Alternative D Refined.</p>	
35	Preference	<p><i>I prefer a rehabilitation alternative:</i></p> <ul style="list-style-type: none"> • <i>Fix the old bridge until it is more clear what the future will require.</i> • <i>I prefer a conservative approach—either no build or the least disruptive rehabilitation option, recognizing that the west approach requires relatively immediate attention regardless of the choice. We can buy more time at a reasonable annual cost in order to re-evaluate needs in 10 to 20 years when transportation modalities and usage will most certainly have changed in ways that we may not foresee.</i> 	98, 167, 208, 223
		<p>Local elected/appointed officials are confident that, in the future, the existing bridge would need to be replaced or rehabilitated at a cost higher than the cost of constructing a new bridge. The No Build Alternative, which would cost \$54 million for temporary bridge repairs, would provide only a short-term (20-year) solution, without offering any ability to accommodate transit, bicycles, or emergency breakdowns.</p>	
36	Preference	<p><i>I prefer a rehabilitation alternative:</i></p> <ul style="list-style-type: none"> • <i>With improvements, and better bike/ped lanes, change the lighting.</i> • <i>With and added lower ped/bike path, Or build a new car bridge and convert the entire old one to bike/ped use.</i> 	105, 110
		<p>Changing the lighting would offer only a 6-inch widening of the bike/pedestrian facility on the bridge.</p> <p>Any continued use of the existing bridge would require expensive repairs. Having two bridges next to each other would increase the impacts on the neighborhood without any significant savings. The preferred alternative, Alternative D Refined, would combine all uses on one structure.</p>	
37	Preference	<p><i>I object to Alternatives A, B, C, and D because:</i></p> <ul style="list-style-type: none"> • <i>River park will lose 14 parking spaces. This is not adequate street parking during the day.</i> 	102, 160
		<p>The Draft Environmental Impact Statement (DEIS) reported displacement of these parking spaces because they would be in the direct impact area for construction of the bridge. Parking provisions during the construction period will be part of the construction plan that will be developed during final design of the project. Post-construction use of this space, which has not yet been determined, is likely to be the subject of right-of-way negotiations.</p>	
38	Preference	<p><i>I prefer Alternatives A, B, C, and D because:</i></p> <ul style="list-style-type: none"> • <i>Because it maintains the existing alignment.</i> • <i>I strongly favor the Alternatives that keep the bridge on its current alignment, whether rehabilitation or replacement. The alternatives to the north interfere too much with one of the jewels of the area—Sellwood Park along the river.</i> 	49, 185
		<p>Local elected/appointed officials identified and recommended Alternative D Refined as the preferred alternative. It would be on the existing alignment, with widening to the south.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
39	Preference	<i>I prefer a new bridge, for improved safety.</i>	58, 143, 148, 166
		The preferred alternative, Alternative D Refined, would construct a new bridge.	
40	Preference	<i>I do not support this project because it does not relieve congestion and it is not going to provide a freight route to move commerce. The alternatives really seem strange. Ped goes from 20' to 37' and vehicle travel goes from 22' to 48'. The West side interchange should be interchangeable with the bridge design.</i>	79, 166
		The project, as intended, would replace a failing link in a transportation network that serves primarily local commerce and commuting traffic. Because the project would restore truck traffic, where such traffic currently is prohibited, it would support freight movement. Congestion on adjacent streets and highways is to be expected because all pass through highly urbanized commercial and residential areas characterized by signal-controlled intersections and limited lane capacity. Even a four-lane bridge and a free-flow interchange would not significantly reduce congestion within this corridor.	
41	Preference	<i>I prefer no bridge:</i> <ul style="list-style-type: none"> <i>Take the bridge out.</i> 	60
		The economic impacts of eliminating the bridge would be significant to both the neighborhood and the entire transportation network. Several businesses within Sellwood would not be able to survive without the bridge in place. Without the bridge, commuter costs would increase significantly across the region. Traffic would shift to the Ross Island Bridge, which would significantly disrupt that part of the transportation network. Local elected/appointed officials did not consider removing the bridge a viable solution.	
42	Preference	<i>I prefer to keep the current bridge and change its use to a bicycle and pedestrian bridge.</i>	189
		Under any continued-use scenario, the existing bridge would require \$54 million in repair within the next 20 years. Eliminating automobile, truck, and transit use permanently would have significant negative economic and transportation impacts, as explained in the response to Comment #41.	
43	Preference	<i>I prefer a new bridge that:</i> <ul style="list-style-type: none"> <i>Has a good appearance. A cable stay would look dramatic and cost less. The tower and abutments could be built around the existing bridge to lessen closure time.</i> <i>That takes the Tacoma Main Street plan into account.</i> <i>Is "right sized" for the future. Need to keep the scale of the neighborhood in mind. Regional needs must be addressed by more than a single bridge.</i> <i>Avoids impacts to Riverfront Park.</i> <i>That is chosen quickly to have the least impact on the neighborhood.</i> 	86, 154, 185, 195, 204

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>Local elected/appointed officials identified and recommended Alternative D Refined as the preferred alternative. Alternative D was revised somewhat to meet most of the expectations in this comment.</p> <ul style="list-style-type: none"> Local elected/appointed officials have not selected the bridge type because the Federal Highway Administration (FHWA) process leads to this decision being made after FHWA issues a Record of Decision. Factors in the selection of the bridge type include cost, aesthetics, aquatic impacts, floodplain impacts, and constructability. A cable-stayed bridge is no longer under consideration because it could not be built without closing the crossing to traffic for an extended period of time. Alternative D (and Alternative D Refined) could be built one-half at a time, keeping the existing crossing open to traffic during construction. The bridge design selection process will include involvement of a citizens advisory committee, and opportunities for public comment. The cross-section of the west end of the bridge was reduced by one lane. The two through lanes to SE Tacoma Street would be in conformance with the City of Portland's 2001 <i>Tacoma Main Street Plan</i>. Alternative D Refined would not impact the Sellwood Riverfront Park. The project is moving forward as quickly as the complexity of regulatory requirements allows. The resulting revised alternative is as responsive as possible to the many competing user groups and impacted communities. 	
44	Preference	<p><i>The bridge design should be simple, allowing traffic to once again cross the river unrestricted by weight. It should be a basic box design, which requires minimal maintenance over the decades. Choose the box girder for cost reasons.</i></p> <ul style="list-style-type: none"> <i>Save the "design statement" for the new Tri-Met and Bike/Ped bridge</i> 	66, 88, 96, 187
		<p>Local elected/appointed officials are still considering the box-girder, delta-frame, and deck-arch bridge types. Interest remains high in having a bridge that would be aesthetically pleasing. There is also a great deal of interest in keeping the cost low. The bridge type will be selected after the Federal Highway Administration issues a Record of Decision. The bridge design process will include a citizens advisory committee, and opportunities for public comment.</p>	
45	Preference	<p><i>A single eastside pylon, cable-stay bridge would address the problematic geology of the west side terminus and provide a visual counterpoint to the high topography Westside bank, resulting in an aesthetically exciting bridge.</i></p> <ul style="list-style-type: none"> <i>It should be built to at least a 200 year standard.</i> <i>It should be beautiful and individually expressive. Let's spend a little extra to build a bridge we can be proud of.</i> 	68, 80, 113
		<p>Your comments are noted. Local elected/appointed officials will use several criteria for selecting the bridge type and design. First, and foremost, the bridge must be constructed in halves to maintain a river crossing throughout construction. The existing bridge would remain in place while the first half of the new bridge was constructed. Then traffic would be moved to the new structure while the existing bridge was removed and replaced with the second half of the new structure. This construction approach would eliminate several bridge types. Cost is also an important factor because transportation funding is extremely limited. The federal bridge guidelines direct that new bridges be designed for 75-year life spans. The project team hopes the new bridge would last 200 years, if well cared for. However, it is impossible to determine functional requirements for a bridge that far into the future.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
46	Preference	<p><i>I prefer a through-arch bridge.</i></p> <ul style="list-style-type: none"> <i>• Would do justice to the wonderful Sellwood community. In addition, I would suggest lighting the bridge daily at dusk to enhance its beauty</i> 	82, 178, 205
		<p>Please see the response to Comment #45. The construction method would not allow for a through-arch design. Your lighting suggestions will be considered during the design phase of the project. The project team will provide opportunities for public input on the bridge design.</p>	
47	Preference	<p><i>A through-arch bridge design selected for Alt C (my preference) is expensive, not pretty, and will interfere with other views.</i></p>	86, 166, 189
		<p>Local elected/appointed officials have identified and recommended Alternative D Refined as the preferred alternative. The construction approach that this alternative would require could not accommodate the through-arch design. Please see the response to Comment #45.</p>	
48	Preference	<p><i>I prefer the roundabout interchange.</i></p> <ul style="list-style-type: none"> <i>• It operates better than the signal.</i> <i>• Roundabouts are a safer and more effective alternative to signalized intersections.</i> <i>• They seem to work everywhere I have experienced them.</i> <i>• The cheapest solution is usually the best solution. This intersection type is favored in the rest of the world. Suggest modifying this option with the addition of a bike/pedestrian activated signal.</i> 	82, 101, 109, 175, 208
		<p>Your comments are noted. After considerable discussion, local elected/appointed officials identified and recommended the signalized intersection as an element of the preferred alternative, Alternative D Refined. The roundabout works well for vehicles, except during peak-hour traffic, when it has a tendency to create gridlock in all flow directions. To remedy this, ramp meters were added to the design, modifying it from a true, free-flow roundabout. The most significant issue is that pedestrians and bicyclists would have more difficulty navigating a roundabout. Bicyclist/pedestrian-activated signals were added to the design to address this situation. However, this defeats the purpose of a roundabout. In addition, it would be less safe for pedestrians and bicyclists because vehicle drivers in the roundabout would not expect intermittent signal use. In addition, the roundabout poses problems for providing bus stop opportunities for bus-riders trying to transfer from one bus to another or from a bus to a streetcar.</p>	
49	Preference	<p><i>I object to the Roundabout interchange because:</i></p> <ul style="list-style-type: none"> <i>• Roundabouts are dangerous to bicyclists and pedestrians.</i> <i>• Much as I love roundabouts in general, the bridge end is not the place for one.</i> <i>• They do not promote efficient traffic flow. New Jersey and Massachusetts are taking them out.</i> <i>• It would bring traffic to a stop.</i> <i>• They are confusing to motorists, especially the elderly.</i> <i>• It could cause major congestion at peak hours.</i> <i>• I fear the effect on the active landslide of the wider round-about interchange, and the increased right of way costs.</i> <i>• It appears to infringe on the cemetery property and access to the cemetery.</i> 	48, 80, 86, 88, 110, 125, 187, 205
		<p>Local elected/appointed officials agreed for most of the same reasons and have identified and recommended the signalized intersection interchange as an element of the preferred alternative, Alternative D Refined. Please see the response to Comment #48.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
50	Preference	<i>I prefer the signalized interchange.</i> Local elected/appointed officials have identified and recommended the signalized interchange as an element of the preferred alternative, Alternative D Refined.	129, 187
51	Preference	<i>I prefer not to have a signalized interchange:</i> <ul style="list-style-type: none"> • <i>They have safety issues, and they waste gasoline.</i> • <i>Because signals impede traffic.</i> • <i>It will congest traffic, if signalized at either end of the bridge.</i> Local elected/appointed officials have identified and recommended the signalized interchange as an element of the preferred alternative, Alternative D Refined. While the issues you raise are of concern, signalized intersections on SE Tacoma Street and Oregon (OR) 43 (SW Macadam Avenue) control the overall corridor. Signalized intersections are designed to be set to a progression to handle traffic smoothly. Still, at times, the volume of traffic would exceed the capacity of the system and congestion would occur. This project does not add significant capacity to the system.	48, 205
52	Preference	<i>I prefer the trumpet interchange because:</i> <ul style="list-style-type: none"> • <i>The trumpet operates better than the signal.</i> • <i>It creates a free flow design.</i> Although the trumpet interchange would operate well, it would eliminate access to the River View Cemetery, the Staff Jennings property, and Powers Marine Park. The trumpet interchange is a free-flow design, but the streets and intersections in all directions from the interchange are signal-controlled. In other words, the congestion would simply move to a nearby intersection.	90, 109, 143, 187, 204, 205, 217
53	Preference	<i>Don't replace the west interchange</i> <ul style="list-style-type: none"> • <i>If neither Macadam or Tacoma is being widened, why do we need an expensive new interchange? Cut it out to save cost.</i> • <i>Just fix the west end, and don't rebuild.</i> • <i>What's wrong with the simple bridge approaches currently? They work.</i> The preferred alternative, Alternative D Refined, would allow for retaining the existing interchange for a period of time if funding were not available for the whole project at one time. Ultimately, the new interchange would allow for free flow on Oregon (OR) 43 (SW Macadam Avenue) through this section and would eliminate one intersection. The access to River View Cemetery, now provided directly from OR 43, would operate through the upper level of the interchange in the preferred alternative so that it would not impede OR 43 traffic (as it does today). The existing bridge and approaches are under-designed for heavy loads and are functionally obsolete. The space for pedestrians, bicyclists, and shoulders (for emergency breakdowns) is inadequate.	110, 195, 209
54	Preference	<i>I oppose a signal at 6th and Tacoma.</i> <ul style="list-style-type: none"> • <i>Free flow of traffic will discourage cut-through traffic.</i> • <i>A light would cause unnecessary congestion.</i> The preferred alternative, Alternative D Refined, would include a bicyclist/pedestrian-activated signal at the east intersection. This would allow pedestrians and bicyclists intermittent crossing opportunities, but would not increase cut-through traffic because, most of the time, this intersection would be free flow.	204, 205
55	Preference	<i>I prefer the Grand Avenue Loop at 6th Avenue</i> Local elected/appointed officials rejected this solution from consideration because it would cause too many direct impacts and it could increase cut-through traffic in the neighborhood.	90, 187, 204

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
56	Preference	<i>I prefer to have a left turn lane to the north at 6th Avenue.</i>	187
		A left-turn lane would be included at this intersection, and most left turns would be made as breaks occurred in westbound traffic. Bicyclist/pedestrian-activated signalization would be provided, and this could also provide left-turn openings.	
57	Preference	<i>I oppose the Grand Avenue Loop at 6th Avenue. It will create an additional place for transients to collect. It will set-up Spokane Street as a couplet to Tacoma. This must be avoided at all costs.</i>	189, 208
		Local elected/appointed officials recommended that this solution be eliminated from consideration.	
58	Preference	<i>I prefer the Grand Avenue Loop at 6th Avenue</i> <ul style="list-style-type: none"> • <i>The loop should be considered regardless of alternative.</i> • <i>Traffic bound for Oaks Park should not have to negotiate a left-turn during peak hours.</i> • <i>Would allow motorists to get from the north side of Tacoma Street to the south side without having to proceed to 13th Ave.</i> 	80, 171, 205
		Although local elected/appointed officials evaluated the Grand Avenue Loop with Alternative C, they understood that it could apply to any alternative except Alternative E. Local elected/appointed officials determined that the potential impacts of this solution outweighed its benefits. With the preferred alternative, Alternative D Refined, this intersection would operate as it does today for vehicle traffic. However, a bicyclist/pedestrian-activated signal would allow bicyclists and pedestrians to more easily cross SE Tacoma Street.	
59	Preference	<i>Has anyone considered moving the bridge on ramp back to 7th or 8th Avenue in order to allow the bridge height to soar over the businesses and residences in order to allow them to remain?</i>	54
		It is the policy of the Federal Highway Administration and Multnomah County that no occupied buildings be located under new bridges. In addition, it is dangerous to have occupied buildings under bridges that are undergoing construction. Elevating the ramp, as suggested, would have displaced additional businesses that have at-grade access east of the SE 6th Avenue intersection. This suggestion would not have resulted in fewer displacements than the number identified in the Draft Environmental Impact Statement (DEIS). With the preferred alternative, Alternative D Refined, the right-of-way acquisition would be confined to those buildings directly under the existing bridge, plus a very small margin of additional land for maintenance.	
60	Preference	<i>I prefer the bridge have no more than 2 to 3 lanes because:</i> <ul style="list-style-type: none"> • <i>Neighborhood streets and Tacoma cannot accommodate more lanes without deteriorating the neighborhood.</i> • <i>I would not like to see more than three lanes. Use the middle lane as a flex lane, for buses and emergency vehicles, switching at rush hour.</i> • <i>Have two oversize lanes for the traffic to cross the bridge safely. The oversize lanes will allow emergency vehicles to get up on the bridge once the traffic moves off to the sides.</i> • <i>No to 4 lanes or any widening that would ever make 4 lanes possible.</i> 	88, 124, 139, 143
		The basic cross-section of the new bridge would be two through lanes with bike lanes/shoulders. Auxiliary lanes would be located at each end of the bridge to accommodate left and right turns, and to store traffic waiting to make these turns. The travel lane width plus the bike lanes/shoulders would provide sufficient width to accommodate emergency vehicles, as required.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
61	Preference	<i>I prefer the cross-section of Alt. B. It has enough space for peds, bikers, and vehicles, with the possibility for an extra lane.</i>	187
<p>The preferred alternative, Alternative D Refined, would have a two through-lane configuration similar to that of Alternative B, but each part would be slightly wider. For instance, Alternative B would have 11-foot-wide travel lanes, and Alternative D Refined would have the Oregon Department of Transportation (ODOT) standard 12-foot-wide travel lanes. The shoulders would be 6.5 feet wide in Alternative D Refined (which would allow them to be used safely as bicycle lanes in addition to serving as shoulders), rather than 5 feet wide (as in Alternative B). Compared with the 10-foot-wide path in Alternative B, the City of Portland standard 12-foot-wide shared-use trail in Alternative D Refined would be a connection between the regional trails on either bank of the Willamette River. This width would add comfort and safety for pedestrians and bicyclists who would be sharing the trail but traveling at different speeds.</p>			
62	Preference	<p><i>Match the lanes on the bridge to the lanes on Tacoma Street.</i></p> <ul style="list-style-type: none"> • <i>If the bridge is 4 lanes, make Tacoma 4 lanes. If the bridge is 2 lanes, leave Tacoma Street as 2 lanes.</i> • <i>Tacoma Street must stay 2 lanes</i> • <i>Macadam-Hwy 43 and 99E are both 4 lane roads. The bridge and Tacoma should be 4 lanes (or 2/1 that switches) to prevent bottlenecks. If lights were timed at 23 mph, traffic would be calmed.</i> • <i>The congestion problem would not be solved in any way by adding more lanes, as the bottle neck would simply be moved to either end of the bridge.</i> • <i>A two lane replacement bridge seems short-sighted for a projected 75-year lifespan, but it seems driven by the neighborhood plan to promote livability. I have no problem with this priority.</i> • <i>Can not be more than 2 to 3 lanes. A larger bridge could not be accommodated by neighborhood roads without severe detriment to the community.</i> 	52, 80, 113, 131, 150, 204
<p>This comment reflects the preponderance of opinion on the topic of appropriate width and number of lanes on the bridge. The preferred alternative, Alternative D Refined, would have a basic two through-lane cross-section, with auxiliary lanes at the intersections on either end of the bridge to efficiently clear congestion at these locations.</p>			
63	Preference	<i>If the bridge needs to have 3-foot shoulders, why not make them functional for bikes by making them 6 to 6.5 feet?</i>	52, 205
<p>Three-foot-wide shoulders are not adequate for two-lane bridges. With these shoulders, cars cannot pull over so that emergency vehicles can pass. The preferred alternative, Alternative D Refined, would have 6.5-foot-wide bike lanes that could be used both as bike lanes and, in an emergency, as shoulders.</p>			
64	Preference	<i>I hate biking on the existing bridge, though I love cycling. Any build alternative would improve biking facilities.</i>	58, 109, 129, 204, 205
<p>The preferred alternative, Alternative D Refined, would provide excellent bike and pedestrian facilities, as well as connectivity to major paths in the region. Transit transfer points would also be accommodated.</p>			

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ID	Category	Comment / Response	Commenter IDs
65	Preference	<p><i>I prefer a separate bike bridge:</i></p> <ul style="list-style-type: none"> <i>We should find a way to make it cheaper.</i> <i>If Alternative A is selected, I prefer that the bike/ped bridge be constructed first so that at least this traffic could be accommodated during construction.</i> 	129, 157, 208
		<p>Local elected/appointed officials rejected the separate bike/pedestrian bridge concept for the following reasons:</p> <ul style="list-style-type: none"> The additional cost. Safety/security concerns because motorists would not have been able to observe bicyclists and pedestrians who were not traveling directly adjacent to them. Bicyclists and pedestrians feel safer with this passive observation. The increased impact to the natural and social environment because two bridges (and their piers) would have existed instead of just one. Concerns from the bicyclist community that, if funding were limited, the construction of the bicycle bridge would have been delayed. 	
66	Preference	<p><i>I oppose a separate bike bridge:</i></p> <ul style="list-style-type: none"> <i>I think having a totally separate bike/ped bridge is a danger.</i> <i>Providing safe paths on the bridge is very important to me.</i> <i>A separate Bike bridge is not cost effective.</i> <i>Bikes could use the new Tri-Met bridge by OMSI rather than the Sellwood Bridge.</i> 	88, 90, 105, 177, 186, 204
		<p>Local elected/appointed officials addressed several of these concerns when they identified and recommend Alternative D as the preferred alternative. Please see the response to Comment #65.</p> <p>The new TriMet Bridge is planned to serve bicycles. However, because of its location, it would not serve the same bicyclist and pedestrian demands as those for the Sellwood Bridge. While one might argue that the new TriMet Bridge would be within range for most bicyclists, the same could not be said for most pedestrians. It is also likely that the new TriMet Bridge would take a significant part of the bicycle traffic out of direction (that is, for those whose destinations were not north of the existing Sellwood Bridge crossing).</p>	
67	Preference	<p><i>Separation of Bike/Ped and auto functions.</i></p> <ul style="list-style-type: none"> <i>I prefer that bikes, pedestrians, and autos each have their own distinct lanes.</i> <i>I was disappointed to see such an emphasis on auto lanes.</i> <i>Bikes should completely be off the bridge, on their own bridge, or under the bridge.</i> <i>Getting bicyclists and pedestrians away from traffic is absolutely essential.</i> <i>Give bikes as much consideration as cars. Give bikes a healthy space with which to cross, unlike Ross Island Bridge</i> 	103, 112, 129, 138, 139, 147, 170
		<p>The preferred alternative, Alternative D Refined, would give separate space to automobiles and to bicyclists who would prefer to ride in an on-street environment. The 12-foot-wide shared-use trail would mix recreational bicycle riders and pedestrians. If desired, the trail could be divided into separate lanes for bike and pedestrian users, though this is not part of the present proposal.</p>	

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ID	Category	Comment / Response	Commenter IDs
68	Preference	<p><i>I prefer bike lanes in addition to shared sidewalks because:</i></p> <ul style="list-style-type: none"> <i>• Fast moving commuters don't mix well with pedestrians.</i> <i>• Apply signage to keep bikes and peds apart.</i> <p>Bicycle commuters would have an on-street lane with the preferred alternative, Alternative D Refined. At this time, the preferred alternative would incorporate a shared-use path for recreational bicyclists and pedestrians, but the design would not preclude dividing this space further.</p>	109, 204
69	Preference	<p><i>I prefer the double decked bridge if:</i></p> <ul style="list-style-type: none"> <i>• Bike lanes and pedestrian lanes are marked to avoid conflicts arising because of different speeds.</i> <i>• I would also support a separate bike deck,</i> <p>The biking and pedestrian communities rejected the double-deck bridge for safety and aesthetic reasons. The issue of dividing the shared-use path into separate bike and pedestrian lanes has not been addressed, but the design would not preclude it.</p>	103, 110, 122, 175, 186
70	Preference	<p><i>I really dislike the underdeck pedestrian/bike section of Alternative C.</i></p> <ul style="list-style-type: none"> <i>• The ones proposed on a lower deck are disgusting, because in addition to the safety problem, users would be deprived of the aesthetic rewards of crossing the bridge on foot or bike—enjoying the view and sky above.</i> <p>The majority of bicyclists in the community share this point of view. The bicyclists and pedestrians would be accommodated on the top deck in the preferred alternative, Alternative D Refined.</p>	109, 154
71	Preference	<p><i>I would like to see a design that allows cleaning of the bike, ped, and auto lanes to remove dangerous debris such as glass, screws, and liquids.</i></p> <p>The cross-section of the preferred alternative, Alternative D Refined, would support maintenance operations because maintenance activities could be performed without closing travel lanes on the bridge.</p>	121
72	Preference	<p><i>I prefer the straight bike/ped ramp on Alternative C to the spiral ramps.</i></p> <p>In the preferred alternative, Alternative D Refined, the shared-use path ramps have been revised to follow the curve of the roadway and join with the Willamette Greenway Trail (West Bank) on the west end. This design would address the issue for bicyclists and pedestrians, and would reduce adverse habitat impacts.</p>	109
73	Preference	<p><i>Please pay attention to trail on the west side. It is out of view, and not safe at this time.</i></p> <p>The preferred alternative, Alternative D Refined, would include a 14-foot-wide paved multi-use trail that would extend north from the interchange. It would be a significant improvement over the existing situation.</p>	121
74	Preference	<p><i>The double deck bike/ped path is clever But it poses danger because it is out of sight.</i></p> <p>The preferred alternative, Alternative D Refined, would locate the bike/pedestrian facilities on the same deck as the vehicles and next to the roadway to address this issue.</p>	65, 154

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
75	Preference	<p>Make sure that it's designed for first-class bikelped/transit access—that's the only way we can accommodate future growth in the region.</p> <p>The preferred alternative, Alternative D Refined, would address many travel modes—bicycles, pedestrians, motor vehicles, trucks, buses, and streetcars. It also would accommodate river traffic, a rail line, and potential future streetcar lines between Portland and Lake Oswego and on the Sellwood Bridge. The project would be truly multimodal.</p>	109, 138, 174, 177
76	Preference	<p>I think the following bikelped facility would work.</p> <ul style="list-style-type: none"> I prefer a Hawthorne-bridge Style sidewalk with enough room for cyclists and pedestrians. Only need one wider lane for bicycles and peds. Don't need lanes on both sides of the bridge. <p>The two 12-foot-wide shared-use paths, plus on-street bike lanes/shoulders, would provide sufficient space for both bicyclists and pedestrians to use the facility effectively.</p> <p>It is always preferable for bicyclists and pedestrians to travel in only one direction on a path of this width. It is hoped that bicyclists and pedestrians would use the shared-use paths in the same direction as the traffic lane nearest them. This would improve the safety and capacity of the facilities for all users.</p>	52, 82, 138
77	Preference	<p>Restoring direct TriMet bus service from Tacoma St. across the Sellwood Bridge is my top priority</p> <ul style="list-style-type: none"> Bikes and pedestrians are a priority, as well as public safety and TriMet buses—heavy trucks are not. <p>The preferred alternative, Alternative D Refined, and all Build alternatives would safely accommodate TriMet service, trucks, emergency vehicles, pedestrians, and bicyclists.</p>	167, 177, 204
78	Preference	<p>Some reference to trolley tracks (on Tacoma St.) would be far sighted.</p> <p>In the preferred alternative, Alternative D Refined, the bridge would be designed to accommodate a future streetcar in the automobile travel lanes. In addition, the access road to River View Cemetery, Powers Marine Park, and the Staff Jennings property was modified to accommodate a streetcar line. Although a streetcar is not part of the project proposal, since the bridge is a new and major part of the transportation network, local elected/appointed officials decided that the project should be designed to accommodate other transportation modes in the future.</p>	170
79	Preference	<p>I support a temporary bridge:</p> <ul style="list-style-type: none"> See if the military could build a temporary bridge. <p>Local elected/appointed officials rejected the concept of using a temporary detour bridge. Please see the responses to Comments #80, #81, and #82.</p>	195, 218
80	Preference	<p>I support a temporary bridge:</p> <ul style="list-style-type: none"> Residents could survive without a temporary bridge, but I don't think businesses can. <p>Local elected/appointed officials determined that long-term closure of the crossing during construction would have very significant impacts on local businesses and residents. The preferred alternative, Alternative D Refined, could be constructed without long-term bridge closure and without a temporary detour bridge. For navigation, a temporary detour bridge near the existing bridge would have to be at least 65 feet over low-water. A temporary detour bridge would increase the impacts to the residences and businesses on both riverbanks.</p>	205

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
81	Preference	<p><i>I object to a temporary bridge because:</i></p> <ul style="list-style-type: none"> • <i>My home would be between the temporary bridge and the bridge under construction during the period of construction. My home would be noisy, dusty, and difficult to access. The property value would be depressed during the whole period of construction. These impacts have not been thoroughly addressed. Fourteen parking spaces at Sellwood Harbor would be displaced as would on street parking. It would be difficult to gain access to our homes.</i> • <i>A temporary bridge would be a major problem for anyone between the two construction sites for a number of years, making for negative livability and difficult parking and accessibility.</i> • <i>A temp bridge is an insane idea, and 100% unacceptable. Would need to condemn our property with this.</i> • <i>Please, do not build the temporary detour bridge on Spokane St. This would create an unlivable situation for the residents of this area. Riverpark condos would be placed in a virtual “construction sandwich”...</i> • <i>The temporary bridge would totally destroy any chance of our being able to sell our homes at Riverpark.</i> • <i>In building a temporary bridge, utility relocations and disruptions will add additional project costs, considerable noise and environmental dangers, and long-term negative impact to adjacent residences and businesses.</i> 	69, 84, 89, 100, 108, 111, 121, 137, 160, 168, 193, 207, 208, 220, 222
<p>The preferred alternative, Alternative D Refined, would allow traffic to remain on the existing bridge while the first half of the structure was constructed. Then traffic would be moved to the new half bridge while the old bridge was removed and the second half of the new bridge replaced it. This would allow construction of a new bridge without the use of a temporary detour bridge and would not confine residents between two construction zones. Local elected/appointed officials felt that this was a key factor when they selected Alternative D Refined as the preferred alternative.</p>			
82	Preference	<p><i>I object to a temporary bridge because:</i></p> <ul style="list-style-type: none"> • <i>It would cost too much and the cost would be wasted.</i> • <i>The irreparable impact that it would have seems much bigger than the benefit.</i> 	121, 143, 164, 166, 208
<p>Local elected/appointed officials agreed that the cost and impacts of a temporary detour bridge were not warranted given that the crossing could remain open during construction without the use of a temporary detour bridge.</p>			
83	Preference	<p><i>Minimize or avoid closure of the bridge during construction. To avoid impact to neighborhood businesses. Keep the bridge open to foot traffic during construction. I walk to work! Concern for impacts to the cemetery during construction and temporary bridge closure.</i></p>	58, 116, 121, 185, 204, 205, 225
<p>During construction, the crossing would remain open for automobile, bicycle, and pedestrian traffic. Trucks, buses, and heavy emergency vehicles would be allowed to cross the river either during the second half of construction or following completion of the bridge.</p>			

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
84	Preference	<p><i>I am strongly against closure of the bridge during construction</i></p> <ul style="list-style-type: none"> • <i>A bridge closure could be the end for quite a few small businesses. During the Bybee closure, though short, we lost business. We would expect a longer closure to have significant impacts on businesses. Our customer base is within a 5 mile radius of our business. That includes customers on the other side of the bridge with is one mile from my business. Customers are not loyal if there are huge barriers to getting to the business.</i> • <i>I need to be able to get to Beaverton for my job.</i> • <i>The Sellwood Bridge must stay open during construction. At least 50% of my customers live on the West side and will not make the extra effort to go way around to other bridges when other businesses are closer to them. I and my retail neighbors will not survive if the bridge is closed. This would adversely affect the whole community.</i> • <i>I travel the bridge twice a day, both for work and to access service providers on the immediate west side of the bridge. There simply is no good alternative route for those of us in Sellwood seeking to travel in that area—forcing people to take the Ross Island Bridge would be incredibly wasteful of resources and time, not to mention extremely disruptive.</i> • <i>The additional bridge will attract transients during construction.</i> <p>The Draft Environmental Impact Statement (DEIS) analysis identified significant impacts from long-term bridge closure on both the business community and commuters. In addition, several businesses testified at the December 10, 2008, public hearing about the adverse impacts of the SE Bybee Street closure, and did not want a repeat of the experience. The preferred alternative, Alternative D Refined, would not require long-term bridge closure during construction.</p>	87, 91, 100, 114, 116, 135, 142, 152, 157, 180, 181
85	Preference	<p><i>I favor temporary closure.</i></p> <ul style="list-style-type: none"> • <i>Close the bridge for the time it takes to fix the west end. There are other ways to the other side.</i> <p>It is estimated that repair of the west end (the No Build Alternative) would require closure of the bridge for about 8 months. The economic impact of a closure this long could cause some businesses to fail.</p>	208
86	Preference	<p><i>There should be an additional bridge at another location to provide access from Clackamas county to the west side of the Willamette River and points to the west because:</i></p> <ul style="list-style-type: none"> • <i>It would take commuter traffic out of the Sellwood community. Sellwood, Eastmoreland, and Westmoreland do not want to become a throughway that will destroy our existing scale of living. Advocate for future train/streetcar service on Milwaukie/Lake Oswego/Beaverton line.</i> • <i>Choose the No-build for now, address only the west side approach, re-address the issue in 10 to 20 years when the transportation picture is clearer. Then, maybe the region will recognize the need for another South Willamette River crossing or at least share the financial costs.</i> <p>Metro's 1999 South Willamette River Crossing Study evaluated a variety of bridge locations between southeast Portland and Oregon City. The study recommended preservation of the existing Sellwood Bridge or replacement of the bridge in the existing corridor. The No Build Alternative could buy some time, but local elected/appointed officials did not consider it a cost-effective solution.</p>	52, 55, 111, 124, 167, 195, 209

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
87	Preference	Planners should be thinking 25-35 years out and providing a real solution to getting eastside commuters to their jobs via four lane roads. A new bridge should start at the foot of Taylor's Ferry and Macadam on the Westside and connect to McLoughlin Ave near Milwaukie Ave overpass on the east. Keep the present Sellwood Bridge, but limit it to pedestrian and bicycle traffic.	74
		<p>Transportation planning in Portland has moved away from planning large, high-volume roadways designed to accommodate automobiles towards dispersing automobiles on a lower-volume network of roads and placing greater reliance on other modes of travel (including light rail, streetcar, bus, bicycle, and foot). This approach is coupled with a focus on land-use planning that supports these modes of travel.</p> <p>The project would not increase capacity for automobiles, but it would add bus, streetcar, bicycle, and pedestrian capacity. It is anticipated that up to 10,000 trips a day would be added to this corridor from these travel modes, while the automobile capacity would be the same as with the No Build Alternative.</p>	
88	Preference	If the selected alternative closes the bridge, the Tacoma St. Ferry should be reinstated for pedestrians and cyclists.	57, 177
		The preferred alternative, Alternative D Refined, would avoid long-term closure of the bridge.	
89	Preference	Instead of storing traffic on extra lanes on the bridge crossing, could extra traffic be stored in extra lanes on OR 43?	154
		In the westbound direction, the bridge is the only location for vehicle storage. Vehicles would back-up on the bridge east of the signalized intersection at the west-side interchange. In the eastbound direction, the bridge receives traffic from two southbound lanes from the OR 43 off-ramp. This ramp would store vehicles until they were able to cycle through the signalized intersection at the west-side interchange. The northbound OR 43 off-ramps to the bridge also contribute to this stream flow. In summary, in the westbound direction, there is no way to avoid storage of cars on OR 43. In the eastbound direction, vehicles would be stored on the OR 43 ramps.	
90	Preference	Build E without bike facilities. Use the old bridge for bikes and peds.	127
		This approach would create two bridges in place of one, and would have significantly more environmental impacts than the preferred alternative, Alternative D Refined. The bicycle and pedestrian communities have also spoken out against separate bridges for motorists. They prefer to have motorists nearby to provide passive surveillance.	
91	Preference	To prepare for earth quakes, the foundation of the new bridge should have a ferry dock to provide emergency transportation in the event of a major earthquake.	127
		The new bridge would be built for a 1,000-year-return-period earthquake, which is the contemporary standard for modern bridge design. This is more stringent than the prior 500-year-return-period earthquake that was the basis for earlier design codes. The 1,000-year event is based on having only a 5 percent chance of occurring in the next 50 years. Emergency transportation in the event of failure of a new bridge is outside the scope of this project, and addressed by local and state emergency management agencies.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
92	Preference	<p><i>I suggest a bridge alignment to the south that would use the old railroad right-of-way in the vicinity of Ochoco Street to connect to 17th and create a traffic corridor to Highway 224.</i></p> <p>Metro's 1999 <i>South Willamette River Crossing Study</i> reviewed this location and concluded that the existing crossing location should be maintained. The existing railroad has a pre-existing right to operate in the SE Ochoco Street corridor.</p>	80
93	Preference	<p><i>Why not make Alt. C a double-deck continuous truss bridge? This would maintain the narrow footprint and provide visual continuity. Consider a design with a two –lane bridge deck on both levels. One for bikes/peds and perhaps transit, or even future completion.</i></p> <p>Bicyclists and pedestrians did not approve of the aesthetic and safety aspects of a double-deck bridge. Local elected/appointed officials rejected this concept in favor of having all travel modes on one deck. In addition, having all travel modes on the same level would facilitate changing between modes (for instance, pedestrian to bus or streetcar, or bicycle to transit of some type).</p>	80
94	Cost /Funding	<p><i>Cost to build or maintain:</i></p> <ul style="list-style-type: none"> <i>It is also important to know the cost of each interchange and how each effects traffic flow.</i> <i>Make the bridge efficient to maintain</i> <i>The cost should be lower because the economy is bad and the construction industry needs business.</i> <p>Local elected/appointed officials thoroughly considered the cost and effectiveness of the interchange options before identifying and recommending the preferred alternative, Alternative D Refined. The ease and efficiency of bridge maintenance will be a significant consideration during final design of the bridge.</p> <p>When developing a project of this magnitude or when public safety is involved, it is very difficult to plan the project to hit the business cycle at a time that would be most cost advantageous.</p>	79, 86, 166, 177, 184, 187, 195
95	Cost /Funding	<p><i>Is it possible that the bridge would qualify for one of the infrastructure projects that is getting attention?</i></p> <ul style="list-style-type: none"> <i>With a reduced carbon footprint because of streetcar possibility, the bridge could attract federal funds</i> <p>Both of these concepts would help the project to compete for funding through the state legislature and Congress. Some legislative funding has been secured. Staff members have been investigating all funding sources, including the federal stimulus package and transit funding.</p>	164, 205
96	Cost /Funding	<p><i>The bridge has regional significance. It should be regionally funded.</i></p> <ul style="list-style-type: none"> <i>The City of Portland and Clackamas County should contribute to this project since so many residents are using this bridge on a daily basis.</i> <i>Based on current economic conditions, the funding availability is not clear. Federal money was desired for the project, but it does not seem like it would be available in this economic climate.</i> <p>Multnomah County, Clackamas County, the City of Portland, and the Oregon Department of Transportation (ODOT), as well as legislative and congressional delegations, have been discussing the funding for the bridge. Multnomah County has enacted a vehicle registration fee with revenue dedicated to support the Sellwood Bridge project. The State Legislature has allocated funding for a portion of the interchange. Other sources are expected to include the City of Portland, Clackamas County, and federal transportation construction funds. A complete funding plan must be provided to the Federal Highway Administration prior to the start of construction</p>	82, 113, 116, 166

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
97	Cost /Funding	<p>Set up a toll to pay for the bridge.</p> <p>Tolls have been discussed to fund construction. However, the analysis showed that tolling only one bridge when there are other alternative routes without tolls would be an ineffective approach because many potential toll-bridge users would divert to other bridges. This would reduce the revenue and create congestion on the other routes.</p>	71, 143
98	Cost /Funding	<p>Tax the bike users. They need to pay their share</p> <p>Users of all modes of travel are likely to contribute to the funding, either directly or indirectly. Most alternative-travel-mode users are automobile users some of the time, and they pay vehicle registration fees. Local elected/appointed officials have identified vehicle registration fees as a key source of funding for the project.</p>	209
99	Cost /Funding	<p>I do not see any information on how you are going to fund the bridge. That information would affect my choice.</p> <p>Local elected/appointed officials are still working out funding scenarios. The identification and recommendation of the preferred alternative, Alternative D Refined, would leave some flexibility in funding the project because this alternative could be constructed in phases, if necessary. Responses to Comments #96 and #100 detail the current expected funding sources.</p>	60, 63, 214
100	Cost /Funding	<p>There is no funding plan. Failure to develop a funding plan illustrates a lack of commitment by the agencies to this project.</p> <ul style="list-style-type: none"> If the project cannot be funded, then choose the No-Build so we are not held hostage to uncertainty. <p>Multnomah County, Clackamas County, the City of Portland, and the Oregon Department of Transportation (ODOT), as well as legislative and congressional delegations, are discussing the funding for the bridge. Multnomah County has enacted a vehicle registration fee with revenue dedicated to support the Sellwood Bridge project. The State Legislature has allocated funding for a portion of the interchange. Other sources are expected to include the City of Portland, Clackamas County, and federal transportation construction funds. A complete funding plan must be provided to the Federal Highway Administration prior to the start of construction.</p>	167, 214
101	Cost /Funding	<p>The one pound weight of license plate holders is wearing roads and should be taxed. Or, take it off and recycle it.</p> <p>Your comment is noted. The fiscal and organizational contributions of the license plate and the holder that displays it exceed the cost of their contributions to the wear on pavements.</p>	70

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
102	Process	<p>How the alternatives were presented made it difficult for us to communicate the combination we wanted.</p> <ul style="list-style-type: none"> The selection of Alt. E was combined with a 74 foot deck. This seemed like an unfair combination. We want to be able to select Alt E with a 64-foot option. This handicapped selection of this alternative since many do not want a four-lane project. A 75 foot would be a four lane monstrosity going through the neighborhood. <p>Local elected/appointed officials understood that each alternative had location, cross-section, and interchange options that could be exchanged or hybridized. Following the December 10, 2008, public hearing and the 45-day Draft Environmental Impact Statement (DEIS) comment period, local elected/appointed officials evaluated Alternative E with a narrower, two-lane cross-section. This combination was discussed with senior staff, the Community Task Force (CTF), and the Policy Advisory Group (PAG). Local elected/appointed officials did not identify or recommend Alternative E for advancement, even with a narrower cross-section, because it could not be constructed in phases (that is, the bridge and interchange separately), while other alternatives could be. Given the uncertainty associated with acquiring funding, local elected/appointed officials felt it was most prudent to identify and recommend an alternative that could be constructed in phases.</p>	167, 194
103	Process	<p>There was a strong bias toward Alternative D on the part of decision makers. The material is biased to Alternative D.</p> <ul style="list-style-type: none"> The survey will support D because there was no opportunity to combine Alternative E with 64 foot span. Alt E will not get the votes it deserves because of the 75 foot span. <p>Decisions about the preferred alternative were not made based on a vote. The purpose of the public survey on the project Web site was to gather public opinion and to raise issues that the project team might have missed. In this case, based on various comments, local elected/appointed officials evaluated Alternative E with a smaller deck configuration, as discussed in the responses to Comments #102 and #106.</p> <p>All the alternatives were evaluated factually and equally. The preponderance of information led local elected/appointed officials to identify and recommend Alternative D Refined as the preferred alternative because it could be constructed in phases without closing the crossing to traffic.</p>	96, 99, 194, 223
104	Process	<p>The DEIS is flawed because it did not address the hybrid alternatives. It did not provide cost information for the hybrid situation</p> <p>It is true that the Draft Environmental Impact Statement (DEIS) did not provide cost analyses for every potential hybrid solution. However, during the decision-making process following the December 10, 2008, public hearing, a cost analysis was provided for those potential hybrid solutions that emerged as desirable combinations. Most of the potential hybrid solutions fell within the cost range discussed in the DEIS. However, while cost was a factor, it was not the definitive decision parameter when local elected/appointed officials identified and recommended the preferred alternative, Alternative D Refined.</p>	62, 194, 214
105	Process	<p>The snow has limited my ability to do a real analysis. You should extend the comment period until after the snow thaws.</p> <p>Your comment is noted.</p>	169

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
106	Process	<p>The DEIS is not adequate for the following reasons:</p> <ul style="list-style-type: none"> • The scope of the EIS failed to consider a Hwy 224/43 crossing by narrowing the project scope so as to focus the outcome to get the answer the county wants. One which forces the Sellwood bridge to become the South Willamette Crossing. By piling multiple conflicting objectives into this one project, the Sellwood bridge becomes a regional bridge, when a regional bridge should undergo a separate EIS. • The DEIS failed to address the values of the Tacoma Main street plan. The effects of all alternatives on the Tacoma Main Street plan should be fully evaluated. • The DEIS failed to fully analyze effects to the neighborhood traffic patterns and pedestrian and bike safety. Each bridge alternative will result in significantly different traffic volumes and cut through traffic in the neighborhood east of the bridge. These effects should be fully evaluated. • Alternative E in the Draft EIS is completely beyond the scope of this analysis. It constructs Trojan horse transit lanes where no transit corridor has been identified. Alternative E deserves no further analysis 	156, 163
		<p>Metro's 1999 <i>South Willamette River Crossing Study</i> addressed the issue of a regional crossing. This study recommended that the Sellwood Bridge be preserved or replaced in its existing corridor as a two-lane bridge with better service for bicyclists and pedestrians. A draft environmental impact statement may rely on earlier planning decisions when evaluating projects.</p> <ul style="list-style-type: none"> • The Draft Environmental Impact Statement (DEIS) evaluated the alternatives with respect to compatibility with the City of Portland's 2001 <i>Tacoma Main Street Plan</i>. All alternatives would have only two through lanes on SE Tacoma Street, which would comply with that plan. The additional lanes proposed at each end of the crossing are auxiliary lanes needed to make the intersections at either end of the bridge operate effectively. • The total volume of future traffic crossing the bridge would not vary with bridge type or between the Build alternatives and the No Build Alternative. Only the treatment of the SE 6th Avenue and SE Tacoma Street intersection would affect whether traffic would increase within the neighborhoods, and that intersection would have only a minimal effect. With the preferred alternative, Alternative D Refined, the SE 6th Avenue intersection would remain the same as it is today with regard to automobile traffic. However, it would incorporate a bicyclist/pedestrian-activated signal to allow pedestrians and bicyclists to intermittently and safely cross SE Tacoma Street during heavy traffic periods. • The largest influence on traffic congestion (and, therefore, the tendency to tempt traffic to use side streets to avoid congestion) would be operation of the signalized intersections at SE Tacoma Street and SE 13th and SE 17th avenues. These are the intersections where major north-south traffic movements conflict with east-west movements on SE Tacoma Street. • Alternative E addresses a constituency that prefers an alternative that emphasizes public transit. The transit lanes were attached to Alternative E because it is the only location where additional width would not have severe additional impacts on the neighborhood. Ultimately, local elected/appointed officials rejected this concept as not effective in promoting transit usage. They evaluated this alignment with a narrower cross-section following the December 10, 2008, public hearing, but ultimately rejected Alternative E. 	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
107	Process	<p>The DEIS is not adequate for the following reasons:</p> <ul style="list-style-type: none"> Inadequate noise, air quality, wildlife, construction activities. Inadequate analysis of the effect of increased truck traffic on all of the above. Remedy these in the FEIS <p>The Federal Highway Administration and the U.S. Environmental Protection Agency judged the Draft Environmental Impact Statement (DEIS) adequate. The effect of increased truck traffic was incorporated directly into the air quality and noise analyses (data included peak truck hour and percent trucks). The wildlife and construction activities were analyzed with the understanding that there would be increased truck traffic. This Final Environmental Impact Statement (FEIS) has been updated regarding the impacts of the preferred alternative, Alternative D Refined, because it is a somewhat hybridized solution that includes modifications of accesses and bike/pedestrian ramps on the west end. This alternative was analyzed separately and the results are reported in this FEIS.</p>	163, 189
108	Process	<p>The process of selecting the bridge is taking too long. We are homeowners that will be displaced by Alternatives A thru D. Please hurry and make a decision. Our lives are in limbo, and we can't move because we cannot sell our property.</p> <ul style="list-style-type: none"> We were told the decision would be made in December 2007. During that time, our home values have declined, and we are in "freeze" mode. I would like to see an intelligent decision made very quickly based on economic conditions and impacts on livability, with a guarantee that the funds have been awarded for this project. The timeline for the DEIS is one year behind schedule. This seriously undermines the public involvement process by dragging the process out for such a long time. <p>The project team is sympathetic to the desire to move as quickly as possible through the process of proposing, evaluating, selecting, and constructing a solution. This process represents a large body of work by engineers, public involvement specialists, agency regulators, environmental specialists, stakeholders, and local elected/appointed officials. Also at play are many regulations, each with its own process requirements and timelines. While it may seem very slow to those the project would directly impact, the project is making very steady progress.</p>	86, 89, 156
109	Process	<p>The process of selecting the bridge is taking too long. This project has needed to be done for some time. Stop worrying about offending someone. Current homeowners should have reasonably expected something would be done. Make a decision.</p> <ul style="list-style-type: none"> Hurry up and get this done. Everybody has known that this bridge has needed to be updated or replaced for 30 years. My daughter drives over the bridge to Lake Oswego daily. When the bridge is closed, it will be 15 miles longer. My neighbor rides her bike over the bridge to Lewis and Clark daily. We are ready for this nightmare to end. We have been unable to sell for 2 years and our taxes are the same. We need resolution from Multnomah County. <p>Please see the response to Comment #108. Questions of property value and taxation should be directed to Multnomah County directly. If your residence would need to be acquired for the project, the value of the dwelling would be determined based on fair market value, without the influence of impending construction. Unfortunately, if the project would not need to acquire your dwelling, the project would not compensate you for any temporary loss of value. The expectation is that property values would return to normal or that they might increase once the new facility supporting multi-modal transportation was completed.</p>	58, 66, 81, 111

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
I10	Process	<p>Two day notice of the meeting shows your effort to limit the input from the general public.</p> <p>The project team provided many opportunities for input from the public on the Draft Environmental Impact Statement (DEIS). These opportunities included public briefings, a December 10, 2008, public hearing, a 45-day public comment period, a project Web site with a public survey, and e-mail messages. Community Task Force (CTF) meetings and Policy Advisory Group (PAG) meetings were open to public audiences, with opportunities for public input provided. Notifications were provided 2 weeks in advance of meetings, although one newspaper notice was published only 6 days in advance of one event. Individual post offices make carrier route deliveries at their discretion, so it is possible that notices were delivered in some locations closer to the event date than the project team had planned. The project team did not receive any complaints about late notices during the project.</p>	83
I11	Process	<p>The project has provided conflicting information over time about the number of Sellwood Harbor homes likely to be condemned in this project.</p> <ul style="list-style-type: none"> We are skeptical regarding how many homes would ultimately be taken out. <p>As the project developed, small changes were made to the alternatives as more information was gathered regarding the project area and stakeholder preferences. During preparation of the Draft Environmental Impact Statement (DEIS), the alternatives were "frozen" for the evaluation. After local elected/appointed officials identified and recommended Alternative D, the project team incorporated minor changes in response to DEIS comments and regulatory requirements, resulting in Alternative D Refined. Compared to the Alternative D presented in the DEIS, the preferred alternative, Alternative D Refined, included minor changes at the west end and the interchange area. The results of these modifications would primarily reduce impacts to properties. This Final Environmental Impact Statement (FEIS) reports these changes. After publication of this FEIS and issuance of the Record of Decision, the project will proceed to final design and right-of-way acquisition. While it is possible that minor changes could occur that would affect right-of-way impacts during this next stage of development, the project team has taken care to describe what is believed to be the greatest impacts that would likely occur. The basic focus during final design will be to try to reduce the impacts, not increase them.</p>	61
I12	Process	<p>The survey process did not seem fair because it did not allow for a hybrid choice.</p> <ul style="list-style-type: none"> Alternative E which was the choice of several, was saddled with a wider deck. We couldn't choose E with a 64-foot deck. The survey was superficial and did not address any real issues about the bridge, the public involvement process or the range of alternatives put forth in the DEIS. <p>The survey asked for a preferred alternative, but allowed responders to identify elements of the alternative they would like to have changed. People who preferred Alternative E were able to note the desire for a change in the cross-section. In any case, the survey was not a "vote," and was only one of a number of ways individuals could express an opinion. The project team provided the survey as an option for expressing support for an alternative, especially for those who did not want to take the time to write a more detailed comment.</p>	62, 136, 156

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
113	Process	<p><i>It would have been useful on the survey to ask where we were commuting to, not just where from. You could determine if there is no other option to using the Sellwood Bridge.</i></p> <p>The survey data information was for the purpose of understanding the audience responding to the survey, and was not statistically valid for doing traffic analysis. The origin and destination information used in the traffic analysis was from the information in Metro's and City of Portland's regional traffic model. This information is based on origin and destination studies done at various crossing points that used methods that were statistically valid.</p>	78
114	Process	<p><i>Why did we not have a public vote?</i></p> <ul style="list-style-type: none"> <i>We should have been able to vote on Alternative E with a narrower 64ft. width.</i> <p>Project alternatives are not subject to a public vote. Representatives from Multnomah County, Clackamas County, City of Portland, City of Milwaukie, Metro, Oregon Department of Transportation (ODOT), and TriMet participated in the Policy Advisory Group (PAG). The Multnomah County Commission, Portland City Council, and Metro Council then approved the recommendation of the PAG. The Federal Highway Administration will be the final decision-maker.</p>	201
115	Process	<p><i>How to select between alternatives.</i></p> <ul style="list-style-type: none"> <i>Life Cycle Cost Analysis is the most appropriate methodology to compare project alternatives which contain rehabilitation and replacement options.</i> <p>Life-cycle cost analysis is one tool that local elected/appointed officials can use when evaluating alternatives. If minimization of the costs of construction and continued maintenance were the principal decision criteria, this kind of analysis would be essential. For this project, issues regarding the economic viability of the neighborhood during construction, the ability to construct the project in phases, and other impacts were more significant than life-cycle costs. Instead, the project used construction and reconstruction costs to weigh cost factors between rehabilitation and replacement options.</p>	184
116	Transportation	<p><i>The DEIS does not address cut-through traffic in the Sellwood neighborhood adequately.</i></p> <ul style="list-style-type: none"> <i>Alternative E, and to a lesser degree C would clearly increase the traffic pressure trying to find ways around the bottlenecks on SE Tacoma St.</i> <p>The key factor affecting the potential for neighborhood cut-through traffic would be the treatment of the intersection of SE 6th Avenue and SE Tacoma Street. The preferred alternative, Alternative D Refined, would include a bicyclist/pedestrian-activated signal at this intersection. This signal would allow pedestrians and bicyclists to cross intermittently, but would not increase cut-through traffic because, most of the time, this intersection would be free flow, as it is currently.</p>	144, 162

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
117	Transportation	<p>Please address safety of pedestrians in the neighborhood.</p> <ul style="list-style-type: none"> The term “cut-through traffic” does not do justice to the gravity of the safety issue. These are neighborhoods with kids playing in the streets. One single careless driver could lead to a devastating and irreparable consequence. There does not appear to be much concern for the neighborhood by the drivers. Please keep our children’s safety in mind. 	105, 119, 146, 149, 162, 163, 176
<p>Safety of pedestrians, bicyclists, and automobile drivers has been a critical concern of the project from the outset. The preferred alternative, Alternative D Refined, and the treatment of the SE 6th Avenue and SE Tacoma Street intersection would not change the capacity of the roadway or the configuration of the intersection with respect to automobiles. The preferred alternative would add a bicyclist/pedestrian-activated signal to give pedestrians and bicyclists a safer opportunity to cross SE Tacoma Street at SE 6th Avenue.</p> <p>Under all alternatives, even the No Build Alternative, traffic is expected to increase by 33 percent over the next 20 years. Growing congestion on SE Tacoma Street could tempt more drivers to use neighborhood streets to try to escape congestion. Traffic-calming methods applied to the side streets and potential improvements to signalized intersections on SE Tacoma Street could help mitigate the tendency of some traffic to evade SE Tacoma Street. Such remedies would need to be the subject of separate projects because they are outside the project area, and the project would not increase the impact over the existing or projected No Build Alternative conditions.</p>			
118	Transportation	<p>I was a representative to the legislature for 16 years. Traffic congestion, and adverse impacts on local residents was always among the top five issues identified by voters.</p>	167
<p>These issues were considered throughout the development of the project. The project team responded by not increasing the capacity of the bridge so that the through lanes would match the City of Portland’s 2001 <i>Tacoma Main Street Plan</i>. The preferred alternative, Alternative D Refined, would be responsive to issues local residents raised about community livability. These issues included significant improvements of bicycle and pedestrian facilities and the reinstatement of transit options in the corridor.</p>			
119	Transportation	<p>Some alternatives will increase traffic on Tacoma Street, resulting in negative impacts on the neighborhood</p> <ul style="list-style-type: none"> Please assess the impacts on the neighborhood. It would split the neighborhood in two. There should be access for autos entering Tacoma St. from the south during morning rush hour half way between 13th St and the bridge. Perhaps a signal that only operates during rush hour. 	146, 149, 163, 183
<p>SE Tacoma Street already acts as a significant barrier between north and south Sellwood during peak-hour traffic. The project is designed to maintain access to Sellwood from the west side of the Willamette River, but would not increase the capacity of through traffic, either on the bridge or within Sellwood.</p> <ul style="list-style-type: none"> Signalized intersections could improve crossing opportunities for north-south traffic. However, these intersections might add congestion for east-west traffic, which could increase the tendency towards cut-through traffic. A variety of solutions that would require trade-offs are available. These issues, which would require the attention of a separate study, are outside the responsibility of the project’s bridge replacement effort. 			

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
120	Transportation	<p>The DEIS does not consider the implications of the physical curb-to-curb width of the bridge and the potential for future reconfiguration of the cross-section into a four-lane vehicle bridge.</p> <p>The curb-to-curb width of Alternative D Refined would be 37 feet, not wide enough to expand to four lanes. Creation of a four-lane vehicle cross-section could only be made by sacrificing sidewalk and bike lane space as well as causing significant impacts to the Sellwood neighborhood and SE Tacoma Street. If such a concept were proposed in the future, it would require public involvement, extensive study, and a transportation plan revision based on the needs of that future condition.</p>	172
121	Transportation	<p>I walk or ride a bike and have difficulty crossing Tacoma St, especially during rush hour. You do not address how to mitigate this impact.</p> <ul style="list-style-type: none"> I need safe crossing of Tacoma for bikes and peds without causing traffic build-up. I am concerned that in this community of 10,000, many of us have to cross Tacoma to access the schools. We can only cross at 17th which is an at capacity intersection, and still not safe enough, even with a signal. I am concerned for my children's safety. These issues are not addressed enough in the DEIS. Safety on Tacoma needs to be part of the Sellwood Bridge project. 	113, 121, 126
<p>A bicyclist/pedestrian-activated signal was added to the preferred alternative, Alternative D Refined, at SE 6th Avenue to make it easier for pedestrians and bicyclists to cross SE Tacoma Street in the project area.</p>			
<p>The bridge project has applied measures to ensure safety that are applicable to the bridge study, such as limiting the capacity of the bridge, greatly improving bike and pedestrian facilities on the bridge, adding a bicyclist/pedestrian-activated signal on the east end, and adding signal-controlled crosswalks in the west-side interchange. A separate study would be needed to determine additional measures for addressing safety concerns elsewhere on SE Tacoma Street and in the neighborhood. The City of Portland has jurisdiction for SE Tacoma Street.</p>			
122	Transportation	<p>I do not see any discussion of eastbound traffic after it leaves Sellwood.</p> <ul style="list-style-type: none"> Traffic goes too fast through the neighborhood. I don't like the idea of more traffic in the neighborhood. Is there any discussion of making a bridge to the south, and leaving the existing bridge for bikes and peds? 	76
<p>Table 3.1-1 of Chapter 3 of the Draft Environmental Impact Statement (DEIS) listed the general origins and destinations of traffic that uses the bridge. Dispersion of traffic if the bridge were closed was discussed under "Bridge Closure during Construction" on page 3-13 of the DEIS. The economic consequences of long-term bridge closure were discussed under economic impacts starting on page 3-71 of the DEIS.</p>			
<p>Features such as a SE Grand Avenue extension and a signal at the SE 6th Avenue and SE Tacoma Street intersection, which were expected to increase the potential for neighborhood cut-through traffic, were eliminated from consideration during identification of the preferred alternative, Alternative D Refined.</p>			
<p>Metro's 1999 <i>South Willamette River Crossing Study</i> determined the general location of a bridge facility. Even if additional alternative crossings were to be considered in the future, the study considered it important to maintain access to Sellwood from the west side.</p>			

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
123	Transportation	<p>The west end interchange and queuing lanes heading southbound to the bridge need as much attention as the bridge itself.</p> <p>The west-side interchange design for the preferred alternative, Alternative D Refined, would add length to the off- and on-ramps to the bridge for traffic storage. The interchange would be on two levels, with Oregon (OR) 43 (SW Macadam Avenue) traffic on two through lanes below that would be free flowing. The existing signal to the River View Cemetery would be eliminated, and the cemetery access would be transferred to the intersection on the upper level of the interchange.</p>	107
124	Transportation	<p>Do not compromise the Sellwood Main Street Plan. Do not add pressure to increase the number of lanes on Tacoma Street.</p> <p>The preferred alternative, Alternative D Refined, would have only two through lanes, as does SE Tacoma Street. This alternative, as well as all Build alternatives, would be consistent with the City of Portland's 2001 <i>Tacoma Main Street Plan</i>.</p>	116
125	Transportation	<p>Address the impacts of re-establishing a de-facto freight route. The DEIS mischaracterizes the truck impacts as "enhancing local delivery service" when the project will re-establish a regional east-west truck route across the river with a forecasted 1,600 trucks per day. Potential truck conflicts with the forecasted 9,350 pedestrians and bicyclists need to be addressed.</p> <p>In the City of Portland's 2006 <i>Freight Master Plan</i>, SE Tacoma Street is designated as a Truck Access Street. This designation recognizes its role as an access and circulation route for the delivery of goods and services to neighborhood-serving commercial and employment land uses. Heavy truck traffic is forecasted as less than 5 percent of vehicle traffic. The shared-use path for bikes and pedestrians would be separated from the lanes in which trucks would operate. Some bicycles might choose to use the bike lane/shoulder area that would be immediately adjacent to the lanes in which trucks would operate.</p>	172
126	Transportation	<p>I prefer to keep the truck prohibition in place because they drive through the neighborhood. They have found alternative routes by now.</p> <ul style="list-style-type: none"> The trucking industry rep testified that truckers do not now and will not rely upon the Sellwood Bridge in the future. I hope he is correct and accurately reflects the position of his peers. No matter which alternative is selected, the current weight limit on trucks of 10 tons should be kept. Large trucks are just too burdensome to the Sellwood neighborhood. Buses could be exempted from this limit. <p>The project Purpose and Need includes restoration of truck traffic as one of the goals of the project. The Sellwood community relies on truck services for re-supplying businesses, parcel delivery, and moving trucks. Heavy truck traffic is expected to represent less than 5 percent of total vehicle traffic on the bridge.</p>	121, 167, 189
127	Transportation	<p>Ensure the west interchange is designed to optimize the future capacity for streetcar service across the Sellwood Bridge. There needs to be a future connection for streetcar so the system can head to the east and the south.</p> <p>After local elected/appointed officials identified and recommended Alternative D Refined as the preferred alternative, they modified the access between SE Tacoma Street and River View Cemetery to accommodate streetcar movement from SE Tacoma Street to a potential Portland to Lake Oswego streetcar line. At this time, the Portland to Lake Oswego Streetcar Project is undergoing environmental evaluation.</p>	107, 172, 195

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
128	Bike/ Pedestrian	<p><i>I would like to see the estimated increase in biking and walking under various alternatives</i></p> <ul style="list-style-type: none"> <i>Please include the long term benefits and costs of the alternatives with respect to attracting more pedestrian and bike use, replacing vehicle use.</i> <p>The Draft Environmental Impact Statement (DEIS) showed projected bicyclist and pedestrian traffic under the Build alternatives and the No Build Alternative (pages 3-32 and 3-33). Motorized traffic is not projected to vary among the different Build alternatives. Bicyclist and pedestrian traffic projections were considered as an addition to automobile traffic, not a substitute for it. Generally, analysts assumed that the existing substandard condition of the bike and pedestrian facilities on the bridge has suppressed demand. This demand is expected to increase rapidly after the new facility has been constructed.</p>	122
129	Bike/ Pedestrian	<p><i>Evaluate an under deck bikelped path that is attached to the bridge, but not necessarily under the bridge. This configuration may have ramps that have a path that does not gain as much elevation, and does not require the spiral ramps.</i></p> <p>Following the December 10, 2008, public hearing, local elected/appointed officials investigated several configurations of the under-deck path. Ultimately, none of the proposals gained their full support. As now configured, the preferred alternative, Alternative D Refined, would have the bike lane and shared-use path on the same deck as the automobile traffic. Responses to Comments #2 and #6 refer to reasons the bicyclist and pedestrian communities did not favor either under-deck option.</p>	172
130	Bike/ Pedestrian	<p><i>I am concerned about the safety of the west-side interchange for bicyclists who are cycling from Lake Oswego to Portland, or Portland to Lake Oswego. The current road arrangement is unsafe. Which plan is best to protect these bicyclists?</i></p> <p>The Sellwood Bridge project would provide a shared-use path from the bridge north to SW Miles Street. Currently, no bike path or lane exists from the Sellwood Bridge south on Oregon (OR) 43 (SW Macadam Avenue) to Lake Oswego. It is beyond the scope of the proposed project to add such a bike path or lane at this time. However, two studies are underway that might provide paths for bicycles and pedestrians south of the Sellwood Bridge—the Portland-Lake Oswego Streetcar Study and the Metro Regional Trail Study.</p>	56
131	Bike/ Pedestrian	<p><i>Evaluate the risk associated with optimizing the west interchange to provide access to River View Cemetery. Maintaining bicycle access to and through the cemetery is an important, but potentially risky objective. The final interchange design should be contingent on the acquisition of a public easement to maintain public access through the cemetery. Consider the benefit/cost of other possible routes.</i></p> <p>The preferred alternative, Alternative D Refined, would maintain automobile and bicycle access to the River View Cemetery. Maintaining agreements with River View Cemetery that would allow bicycles to move through the cemetery to the interchange is outside the responsibility of the Sellwood Bridge project. However, the City of Portland is pursuing an agreement with River View Cemetery to formalize and protect this route.</p>	100, 129, 172

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
132	Bike/ Pedestrian	<p>The most important aspects of a new a bridge is ample room for pedestrians and bicycles. There needs to be sidewalks and bicycle lanes on both sides of the new bridge. Sidewalks need to be no less than 10 feet wide (if no bicycles) and 20 feet if it includes bicycles.</p>	141
		<p>The preferred alternative, Alternative D Refined, would maintain bike lanes and shared-use paths on both sides of the bridge. It is expected that the on-street bike lanes/shoulders (each 6.5 feet wide) would accommodate experienced bicycle riders who would normally travel faster. The shared-use paths would combine pedestrians with less experienced bicycle riders. The shared-use paths would be 12 feet wide.</p>	
133	Bike/ Pedestrian	<p>How will access to the Springwater Trail be handled? Both during construction and after completion?</p>	161
		<p>Following construction, access to the Springwater Corridor Trail would be via the SE 6th Avenue intersection and local streets. The connection would also be maintained during construction, but safety concerns might require a short detour during portions of the construction period.</p>	
134	Right-of- Way	<p>We are homeowners that will not be displaced by the project but we will be impacted during construction. We are already being impacted by uncertainty. Our property values are lower now, and we cannot sell our properties due to uncertainty. Will we be compensated for loss of property value, inability to sell our property, or for the fact that fewer condo owners will be left to share the homeowners fees for the common areas? What about the loss of 21 parking spaces in our common area?</p>	63, 84, 97, 106, 214, 222
		<ul style="list-style-type: none"> • There are several owners, for health reasons, who desperately need to sell their homes now. However, they cannot sell because potential buyers are afraid of the consequences. • The document does not properly address the de facto condemnation of our building by the temporary bridge options. We would be between two construction sites, rendering our units unsalable. • We believe that the County has seriously underestimated the ROW costs of acquiring Sellwood Harbor units and common ground. • The federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, guides right-of-way acquisition for public transportation projects. Properties would be appraised for value at the time of acquisition, and would be given fair market value. The value would be appraised as if the property were not in a proposed construction zone, so the impending project would not influence the price. Relocation assistance might also be available. • Properties that were not acquired for the project would not be compensated for any temporary influence on the value of the property arising from the construction project. • Acquisition of the homeowner association’s common property would be compensable to the homeowner association. The ownership of the spaces would govern acquisition of the 21 parking spaces. The property now occupied by the 21 parking spaces is proposed as permanent right-of-way that would belong to Multnomah County. However, the final use of this space following construction has not been determined and might be the subject of right-of-way negotiations that could restore the parking spaces. • The preferred alternative, Alternative D Refined, could be constructed without the use of a temporary detour bridge, so the residential area would not experience this impact. 	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
135	Right-of-Way	<p>If you take properties from the building, condemn the whole building, or allow us to relocate. Otherwise we are trapped in a construction zone for what may be a long time.</p> <ul style="list-style-type: none"> • How will you compensate owners of condos if Alt. D is chosen? All condos will be greatly devalued, not just those that are acquired. There is no mention of the cost to compensate the Home Owners Association for the lost revenues and to compensate home owners for depreciated home values caused by this alignment (D). • The financial impact of the potential raise in HOA dues could impact the salability of our units. This was not adequately addressed. • The ROW costs do not appear to have a calculation to pay for 21 parking spaces that will be lost with the bridge alignment • During construction of All alternatives, our properties will be virtually un-sellable. We would certainly seek, at the very least, tax abatement. What does the county propose for mitigation? 	97, 137, 158
		<p>Please see the response to Comment #134. Laws governing right-of-way acquisition allow only for the acquisition of right-of-way that is required for the project. The balance of a property might be acquired if it would become a non-economic remainder. However, it is not likely that the balance of the condominium building would fall into this category.</p> <p>The potential for some impact to the homeowner association (HOA) dues was discussed in the economic impacts section of the Draft Environmental Impact Statement (DEIS). This issue would be addressed as part of future right-of-way negotiations with affected property owners.</p> <p>The cost for acquiring the 21 parking spaces was part of the right-of-way cost estimate. However, these were only estimates made with less precision than would be applied at the time of acquisition. All acquisition values would be recalculated at the time of acquisition, and would be based on fair market value at that time. Until then, it is best to use the values in the study only for determining relative differences among the alternatives in aggregate right-of-way costs.</p>	
136	Right-of-Way	<p>The threat of losing our home has adversely affected our lives.</p>	98
		<p>It is regrettable that project planning, design, right-of-way acquisition, and construction impact those closest to the project more than others. It is hoped that, following construction of the bridge, these same residents would again experience the environment that existed prior to construction, or a better environment.</p>	
137	Right-of-Way	<p>DEIS 3-58 (Grand Place vacant): States that Grand Place is a “vacant complex.” This is not accurate. Grand Place has several residential units occupied as of this writing (12/18/08)</p>	137
		<p>At the time the study was conducted, those units were not occupied. However, in making their assessment, the project team treated them as if they were occupied, knowing that, at some point in the future, it was likely that they would be occupied. Thank you for the updated information.</p>	
138	Right-of-Way	<p>There is the office building that would require businesses to relocate, but even the owner of the building agreed in the public meeting that businesses could be moved with less upheaval than people's homes. (Alt E)</p>	117, 164
		<p>While the owner of the building did express this sentiment, some of the tenants expressed an opposing opinion. While local elected/appointed officials considered business relocation as a factor in not identifying or recommending Alternative E as the preferred alternative, other factors (such as the impacts to park properties, residential relocations, and the inability to construct the alternative in phases) were also important.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
139	Right-of-Way	<p>The DEIS contains no structure or architectural certification that Alt. D plan can be implemented with the condemnation of only three homes from Building A, and only one from Building D.</p> <p>An architect and a structural engineer have examined the structures. Their evaluation has assured the project team that the units could be separated and the remaining building restored as presented in the Draft Environmental Impact Statement (DEIS).</p>	63, 215
140	Right-of-Way	<p>Would the cemetery be compensated for being cut off as in Alt. C?</p> <p>The preferred alternative, Alternative D Refined, would not cut off access to the River View Cemetery. The cemetery would be compensated for property to be acquired for construction of the project.</p>	143
141	Right-of-Way	<p>We acquired a building 4 years ago that will be displaced. This is our retirement income. There are many complications. It would seem that our building is only needed temporarily if E is selected. We are hoping that the building can remain intact.</p> <p>It is the policy of the Federal Highway Administration and Multnomah County that no occupied buildings be located beneath this bridge. In addition, it is dangerous to have occupied buildings under bridges that are undergoing construction or demolition. The right-of-way disposition of individual properties would be the subject of direct negotiations with agents during right-of-way acquisition. Please raise your concern at that time.</p>	173
142	Right-of-Way	<p>Land acquired for ROW can be used for additional park spaces on the east side.</p> <p>This comment will be resolved during construction planning phases.</p>	97
143	Right-of-Way	<p>DEIS 3-52, 54, 56 (parking) There is not presently adequate street parking on SE Spokane St. during the day between SE Grand and the Willamette River. In addition, late afternoon-evening parking takes up all present space most evenings. We want the county to make Spokane St west of Oaks Parkway, a permit parking (residents) zone.</p> <p>During project development, Multnomah County would carry out construction-period planning with the selected contractor. Issues such as construction-period parking would be determined at that time, and affected residents would be notified. The City of Portland regulates permanent parking on SE Spokane Street.</p>	69, 137
144	Minor Gram-matical and Technical Edits	<p>Comments on the DEIS presentation:</p> <ul style="list-style-type: none"> Reports should include graphics that demonstrate the impacts of the alternative bridge designs. <p>Reports developed to support the Draft Environmental Impact Statement (DEIS) included graphics where the authors felt they were needed for the planning phase of project development. Bridge types and designs will be studied in depth during the design phase after the Federal Highway Administration issues a Record of Decision. At that time, additional graphics will be prepared.</p>	246
145	Minor Gram-matical and Technical Edits	<p>Comments on the DEIS presentation:</p> <ul style="list-style-type: none"> ODFW suggests mapping proposed locations of water quality treatment facilities for inclusion in the FEIS <p>This Final Environmental Impact Statement (FEIS) addresses water quality treatment options and locations more specifically.</p>	188

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
146	Minor Gram-matical and Technical Edits	Pg 3-14 Balance cuts and fills	188
		The final design will adequately address the hydraulic needs of the project. The cuts and fills in this project would be most focused on the geotechnical needs of the landslide area. However, the design team is also mindful of cut-and-fill requirements as they relate to construction requirements in the floodplain.	
147	Minor Gram-matical and Technical Edits	3-15 Aquatic Resources, Page 3-156: Habitat in the Project Vicinity. The sentence within the last paragraph of this section states, “The lower river was only used by salmon and steelhead trout as a migration corridor.” A clarifying sentence is needed. Historically, the lower Willamette River was a major rearing area for salmon and trout. In the recent past, as a result of human influences on the river, the lower Willamette is primarily considered a migration corridor. Recent ODFW investigations documented evidence of salmon spawning in the lower Willamette River.	188
		Your comment is noted and incorporated into this Final Environmental Impact Statement (FEIS).	
148	Biology	Minimize in-water structures, Page 3.151, 3.14.3. ODFW recommends round piers as a mitigation measure. In water bents with square pier designs create greater scour than round piers. In water bents with square piers also increase the amount of large woody debris captured which can lead to gravel bar development.	188, 246
		As of this writing, two bridge types are still under consideration. The bridge type will not be determined until final design, which will be after the Federal Highway Administration (FHWA) issues a Record of Decision. The bridge’s piers will be designed to meet floodway standards and to reduce scour, as well as to minimize impacts on threatened and endangered fish species. It is always beneficial for the sake of the structure itself that it be designed to avoid the capture of large woody debris. Pier design will be evaluated and identified in the next phase of the project after FHWA issues a Record of Decision.	
149	Biology	Impacts to wildlife and habitat: Of particular concern to me is the lack of any helpful information about the impacts of massive construction upon the extremely sensitive habitat for endangered species—natural riverbank and parklands. It is equally as difficult to learn what mitigation may be recommended, or how much funding will be available, or how it will be allocated among competing interests.	167, 226
		After Alternative D Refined was identified as the preferred alternative and access issues affecting the west side were resolved, the project team was able to negotiate a more specific mitigation plan for the west-side park areas. The nature of the mitigation is now part of an Agreement with Portland Parks & Recreation (PP&R). The mitigation with respect to wildlife would include: <ul style="list-style-type: none"> • Replacing the existing and planned culverts carrying Stephens Creek with a culvert or other crossing that would provide both fish and wildlife passage and meet standards set by the Oregon Department of Fish and Wildlife • Restoring two unnamed drainages in Powers Marine Park so fish can use them as off-channel habitat Impacts to wetlands would be eliminated. PP&R would receive monetary compensation for the displaced acreage, which they could apply as they chose. The dollar amount would be determined at the time of right-of-way acquisition.	

TABLE I-1
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ID	Category	Comment / Response	Commenter IDs
150	Biology	<p>Impacts to wildlife and habitat, Section 3.18 Wildlife.</p> <p><i>It is well known that sea lions are found in the Willamette River. The federal Marine Mammal Protection Act makes it illegal to harm them. Possible impacts on them of this project are ignored in the DEIS. Some People do not like them, but others enjoy seeing them. Deer may venture into the project vicinity. I have seen them on East Island while walking on the Springwater Trail. The bald eagle uses the project area. It is still listed as threatened by the state. There is a federal Bald Eagle Protection Act. Compliance with federal and state mandates for treatment of the species is not mentioned in the DEIS. Further, the public is interested in any detriments to the eagles which might occur despite compliance with the mandates. The united States Fish and Wildlife Serviced has responded to a recent petition from the Center for Biological Diversity, et al., and agreed to consider the red tree vole for listing under the Endangered Species Act. This creature lives in Douglas fir trees and, according to park personnel, inhabits Tryon Creek State Park. The northern boundary of the park is about a mile from the west end of the Sellwood Bridge. It is possible that the vole can be found in Douglas firs close to or within the project and that it could be listed by the time construction is initiated. If there is any possibility of this situation arising, then the effects of the project on the vole must be treated in the EIS.</i></p>	189
		The wildlife section was modified to reflect this comment. In addition, the Biological Assessment discusses the Steller sea lion.	
151	Biology	<p>Minimize impact in the Stephens Creek Confluence habitat area</p> <p>The preferred alternative, Alternative D Refined, has been modified in the area of Stephens Creek to reduce impacts and improve the existing condition. The existing culvert would be removed, and the design as proposed in the Draft Environmental Impact Statement [DEIS] has been refined. The culvert would be replaced with a crossing that would allow the passage of both fish and wildlife. Disturbed areas would be restored, in keeping with the restoration project that was completed in this area.</p>	246
152	Biology	<p>Minimize forest and riparian habitat impacts.</p> <p>Elimination of the spiral ramps from the preferred alternative, Alternative D Refined, would slightly reduce riparian habitat impacts compared to Alternative D. Forest impacts would increase somewhat on the west side of the interchange with Oregon (OR) 43 (SW Macadam Avenue) to accommodate potential future streetcar access to the bridge.</p>	246
153	Biology	<p>Ensure adequate mitigation for habitat impacts</p> <p>An Agreement with Portland Parks & Recreation has addressed mitigation for habitat impacts. A fish-and-wildlife-friendly passage would be constructed in Willamette Moorage Park at Stephens Creek in place of the current culvert. In Powers Marine Park, plantings and stream restoration would occur at two unnamed drainages to provide an off-river habitat for juvenile salmonids.</p>	246
154	Parks and Recreation	<p>Minimize impact to Parklands</p> <p>Following identification and recommendation of Alternative D as the preferred alternative, local elected/appointed officials refined the design to further reduce impacts to parklands. The spiral ramps were replaced by ramps that would follow the edge of the roadway, the width of the west end of the bridge was reduced by one lane, the path to the south of the interchange was eliminated, and a better crossing of Stephens Creek was developed. Collectively, these measures resulted in a small reduction in parkland impacts.</p>	246

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
155	Parks and Recreation	<p>Why does repairing the bridge and replacing the bridge on the existing alignment impact nearly 4 acres of parkland?</p> <p>Repairing the bridge would have required a temporary structure on the park end because the bridge failure is primarily in the park at the west end of the bridge. The replacement (Build) alternatives on the existing alignment are significantly wider on the west end than the existing structure; include spiral ramps to access the pedestrian and bicycle path; and incorporate a road to maintain access to Powers Marine Park and the Staff Jennings property. All these features collectively cause impacts to nearly 4 acres of parkland.</p>	219
156	Parks and Recreation	<p>My main concern is the impact of traffic and noise on the Riverfront Park. Riverfront Park is an oasis of peace in Portland, perhaps the only place that is a real riverfront in Portland. Let's protect it.</p> <p>The preferred alternative, Alternative D Refined, would be on the same alignment as the existing bridge and would have the same traffic volume as the No Build Alternative. Though traffic and noise are expected to increase over time, the traffic noise level change would be very small and the average person would not be able to discern the change.</p>	105
157	Air Quality	<p>Create a more rigorous analysis of the greenhouse gas emissions. Your analysis fails to consider the impacts of the travel time benefits on Highway 43 and the potential to induce additional vehicle traffic on this route. The DEIS does not analyze the potential impact of enhanced transit service from dedicated transit lanes (Alternative E).</p> <p>At this time, neither the methodology nor the standards exist to perform a meaningful greenhouse gas emissions analysis on a project-by-project basis. Meaningful differences can only be determined on a regional basis. All alternatives, including the No Build Alternative, are expected to generate the same number of vehicles. The vehicle mix with the No Build Alternative would be the same as the existing conditions. All Build alternatives are expected to have some trade-off between single-occupancy vehicles and transit travel, and to have added truck travel. However, they would have the same total vehicles as the No Build Alternative. It is possible that all Build alternatives would have reduced miles traveled (VMT) compared to the No Build Alternative, but there is no expected differentiation between Build alternatives. Minor differences in travel speed through the project area are expected to be lost to the next intersection outside the project area and, therefore, would represent a false difference between the alternatives.</p> <p>That said, several aspects of all the Build alternatives would support a future possibility of reducing greenhouse gas emissions. All the Build alternatives would enable the use of public transit (whether bus or streetcar); greatly enhance the ability to walk and bicycle across the bridge; and greatly improve connectivity to existing paths and a potential streetcar line from Portland to Lake Oswego. The improved movement of automobile traffic north and south on Oregon (OR) 43 (SW Macadam Avenue) might contribute to a slight reduction of greenhouse gas emissions. However, this route is congested both north and south of the bridge, which might nullify this advantage. Greenhouse gas emissions are not a localized issue. Wherever they occur, they contribute equally to the problem. Moving them outside the project area is not a solution.</p> <p>Because the transit lanes of Alternative E would not add significantly to the efficiency of transit use, local elected/appointed officials determined they would not be cost effective. On the other hand, the preferred alternative, Alternative D Refined, was revised to support a streetcar connection between a potential SE Tacoma Street streetcar and a potential Portland-Lake Oswego streetcar line. It is not known whether streetcars would be added to these locations. However, bus transit would be restored once the bridge was completed.</p>	172

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
158	Air Quality	Section 3.21 Air Quality—The analysis ignored the fact that the composition of the traffic differs considerably between the No-build and other alternatives. ...It is asserted that stricter emissions controls on motor vehicles will reduce pollution over time. Contrarily, the letter from the Multnomah County Health Department to the Columbia River Crossing Project states that the increasing use of alternative fuels may worsen air pollution. Ethanol will increase acetaldehyde concentrations. Compressed natural gas will raise formaldehyde levels. Both of these chemicals are said to be probable carcinogens. A more complete analysis of air pollution is required.	189
		<p>The air quality analysis used the standard modeling methodology and addressed the currently-required air quality standards. No standardized methodologies or data exist for addressing the potential air toxic emissions that are mentioned in this comment.</p> <p>The vehicle mix in the fleet and the available alternative fuels affect the air toxic emissions addressed in this comment. The Build alternatives would create a small switch from automobile to bus use. However, neither the Build alternatives nor the No Build Alternative would have an impact on the availability of alternative fuels. Changes in the fuels will happen independently of the project. Such changes would impact the Build alternatives and the No Build Alternative because the volume of traffic on the bridges would be the same under any of the alternatives analyzed in the Draft Environmental Impact Statement (DEIS).</p>	
159	Hydraulics	Excavating stream banks as a mitigation measure to offset potential “rise” in the FEMA Special Flood Hazard Area is not advisable. This type of mitigation measure destroys valuable riparian habitat, upsets habitat forming process and likely requires additional mitigation to offset impacts to stream and riparian function.	188
		Your comment will be considered if mitigation is actually required. Because the final decision regarding bridge type and design will not be made until after the Federal Highway Administration issues a Record of Decision, and more than one bridge type is still under consideration, floodplain and floodway issues have not been definitively determined. Projections of impacts are still estimates. Portland Parks & Recreation is working with Multnomah County to identify areas where manmade fill added in the past has reduced historic riparian habitat. These areas could potentially be excavated and planted with riparian species if project fill in the floodway would cause a flood “rise” condition.	
160	Cultural	Your plan calls for the removal of the house that is at the entrance of the cemetery. The Superintendent's House should be preserved and protected.	94, 199
		The Superintendent's House at the entrance to the River View Cemetery would not be removed under any of the alternatives analyzed in the Draft Environmental Impact Statement (DEIS) or under the preferred alternative, Alternative D Refined.	
161	Cultural	A small part of the structure on the east side is 120 years old.	187
		The current structure, which was built in 1924, is about 85 years of age. Part of the bridge used recycled bridge parts from another bridge that was replaced. It is presumed that the commenter refers to this, which would make parts of the bridge significantly older than 85 years. The Draft Environmental Impact Statement (DEIS) examined impacts to the historic bridge structure; this Final Environmental Impact Statement (FEIS) discusses mitigation for removal of the historic bridge.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
162	Planning	The DEIS does not address impacts to the Tacoma Main Street Plan. Honoring the Plan is essential.	155, 225
		Page 3-65 of the Draft Environmental Impact Statement (DEIS) discussed the City of Portland’s 2001 <i>Tacoma Main Street Plan</i> . The DEIS discussed impacts to general plans on page 3-66, and the impacts of specific alternatives on page 3-69. All the alternatives would be consistent with the <i>Tacoma Main Street Plan</i> because all the alternatives would maintain only two through lanes on SE Tacoma Street and would not increase traffic over the next 20 years beyond what would be expected with the No Build Alternative.	
163	Planning	Alternatives are considered that contradict the South Willamette River Crossing Study saying that the "existing and future travel demands between origins and destinations served by the Sellwood Bridge exceed available capacity" contradicts the recommendation for the Crossing Study the "providing adequate regional traffic capacity in the Sellwood Bridge/SE Tacoma Street travel shed is not the responsibility of SE Tacoma Street."	155, 225
		None of the alternatives considered in the Draft Environmental Impact Study (DEIS) adds capacity, which honors the conclusions of Metro’s 1999 <i>South Willamette River Crossing Study</i> . All the alternatives offer only two through lanes. All auxiliary lanes are designed only to process traffic through the interchange and intersections efficiently and safely, not to add capacity to SE Tacoma Street.	
164	Visual	I assume that different bridge designs would have different lighting schemes. Please provide an analysis of the visual landscape at night. Please identify mitigation to minimize nighttime light and its spread. Would any light fixtures make use of solar panels for electricity?	53
		Details of lighting on the bridge have not been developed yet. Your comments will be considered during the development of this design refinement.	
165	Noise	I find a serious fault in how the DEIS Section 3.19 treats noise. The section gives levels for the existing condition and predicts them for the future conditions for the differing alternatives. They are much too low. Stated values range up to 72 dBA. A casual walk along Tacoma St. will show that this value is constantly exceeded. The Noise Technical Report gave its results in Leq(h), not dBA. These were then erroneously incorporated into the DEIS as dBA. Leq(h) is the hourly energy average of sound levels in dBA. I consider these averages very misleading. They make the noise appear to be much less severe than it really is.	50, 64
		You are correct. Noise analysis for projects performed under the guidance of the Federal Highway Administration (FHWA) averages noise energy levels over an hour (Leq[h]), with the noise measured in decibels (A-weighted scale) (dBA). This scale best approximates human hearing. FHWA projects require this method of measurement, and of reporting. This method is used to determine the long-term, day-in-and-day-out levels of noise that are experienced. Incidental noise levels are not as consequential to either health or use of an area as average noise levels. However, all noise generation is included in the measurement. As the frequency of louder-than-average noise increases, the measured average noise level would increase.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
166	Noise	<p>Table 3.19-1 gives the noise of a large truck at a distance of 50 feet as 90 dBA, not 72 dBA. On Tacoma Street, one cannot get 50 feet from passing traffic. Under the Build Alternatives, the resulting increase in noise from traffic is, for the most part, said to be negligible. There will be 9 times the heavy truck traffic on the bridge with many trucks weighing about 4 times that of those currently allowed on the bridge. They will certainly be noisy and the increase from present conditions, which are bad, will greatly worsen on the bridge and Tacoma St. This situation will worsen with all the Build Alternatives since they will greatly increase the number of trucks using the route.</p>	189
<p>If the listener is very close by, the noise level of a single truck could be significantly higher than the Federal Highway Administration Noise Abatement Criteria (NAC), which are based on average noise energy. The noise a truck produces is dependent on several factors—engine noise, tire noise, speed, and type of pavement. Speed, tires, and pavement dominate most highway truck noise. However, in the Sellwood study area, speed and tire noise are lesser factors. Most listeners would experience the sound from beneath the bridge, which would create a different noise environment. Pedestrians and bicyclists would experience the noise from beside the trucks, but their exposure would be transitory. The greatest concern for noise exposure is for those who would be exposed continually, and over a long period of time. Therefore, analysts measure noise levels at residences and outdoor areas associated with them. In addition, the NAC look at the intended activities in the areas where people are exposed. Areas that require serenity have lower noise impact thresholds. Analysts usually assess outdoor activity areas for the ability of persons standing 6 feet apart to have a conversation.</p>			
167	Noise	<p>Noise should be inaudible to humans and wildlife beyond the very local, immediate boundaries of its source. For roads, that would be the right-of-way.</p> <ul style="list-style-type: none"> • Even if the Oregon exterior Noise Abatement Criterion of 65 dBA leq(h) for a residence is met, the noise at that location is still very intrusive and objectionable. Speech interference occurs at a noise level above 60 dBA when people are more than 6 feet apart and they are not speaking loudly. 	106, 189
<p>Having sound be inaudible to humans and wildlife beyond the very local, immediate boundaries of its source is not an achievable standard on any road. This would require that destinations be hundreds to thousands of feet from the source, or that the listener be in a very noise-insulated space, such as a sound studio.</p>			
168	Purpose and Need	<p>Section 1.6 Why is the project needed? The Sellwood Bridge is described as a Truck Access Street. Some Sellwood neighborhood streets are also truck access streets. In the DEIS there is little discussion of the need for or the benefits of large trucks having ready access to the area and none whatsoever of their adverse effects.</p>	189
<p>The project is needed to maintain the connection between the east and west sides of the Willamette River for all modes of travel, not just trucks. When efficient transportation is maintained, the whole community benefits, either directly or indirectly. The City of Portland's 2006 <i>Freight Master Plan</i> establishes streets as Truck Access Streets. The Draft Environmental Impact Statement (DEIS) was required to accept that status as a given.</p>			

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
169	Construction Activities	<p>Section 2.3 construction activities. Blasting will be used on the west side of the river for all build alternatives, most likely at night and on weekends. No information on the size, frequency, noise and shock generation, chance of damage to nearby structures from ground shaking or details on the times of day – other than that they will be at night – of these blasts is provided. The purpose of an EIS is to inform the public of environmental effects, especially adverse ones, which in this case has not been done. This should be remedied in the FEIS.</p>	189
<p>The project is several years away from developing firm construction-period plans. However, several standard blasting techniques would be applied. Shock generation from precision blasting would not damage structures. In addition, such blasting would be performed at night so the roadway could be closed during blasting to ensure that no motorists were exposed to the risks of falling rocks. It is likely that a series of small blasts would be detonated, and that rock blankets would be used. Other limitations and precautions would be included to adequately protect wildlife and nearby residents. The project would also follow local noise ordinances during construction.</p>			
170	Transportation	<p>Below are comments focused primarily on the Transportation section of the EIS. Other City bureaus are expecting to comment on different sections of the document. Comments are organized in different sections to address travel patterns, traffic operations, a review of the alternatives from a bicycle and pedestrian perspective, comments on the different cross sections, and other considerations.</p> <ul style="list-style-type: none"> • Travel Patterns • Traffic • Reason for why bridge improvements would not lead to increased vehicular capacity in both corridors is not satisfactorily explained. • Congestion points on the two corridors (Hwy 43 and Sellwood/Tacoma) during peak hours are located at signalized intersections north at Taylors Ferry Rd/Macadam in the west and at Tacoma at SE 13th and SE 17th in the east, as well as on the bridge itself. To increase vehicular capacity, these signalized intersections would have to be widened in addition to widening the bridge. Doing this goes beyond the scope of this project. The Bridge being two lanes also assists in metering traffic volume that otherwise would use local streets on the east side to bypass congestion in the Tacoma corridor. • As a result, travel speed improvements are modest/insignificant (1 or 2 mph in 2035) across the River, which leads to unchanged travel patterns. • On Highway 43, as a result of west end interchange improvements, there are significant travel speed improvements (up to 7-8 mph) in the immediate area (SW Nevada to SW Riverdale). However, there are still significant congestion points north and south of the study area for people driving the Lake Oswego/Oregon City to downtown Portland corridor. In addition, the geographic constraints of the corridor limit the ability to attract more traffic onto the facility from other facilities. The end result is that the project does not lead to noticeable shifts in auto traffic. 	171
<p>This explanation was incorporated in this Final Environmental Impact Statement (FEIS).</p>			

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
171	Transportation	<p><i>The EIS does not analyze travel impacts of alternatives on opening day, year 2015.</i></p> <p>Because the bridge would be open to traffic during construction, the main changes on opening day could be the addition of truck and heavy vehicle traffic, including buses and emergency vehicles. The predicted heavy vehicle usage is 4 percent. At this time, there is not a plan in place for restoration of bus traffic. However, this could be developed and implemented once construction plans are more established. It is not likely that the Tacoma streetcar would be implemented immediately. The Portland City Council has voted to add it to the draft Streetcar Plan. However, the overall plan has not been adopted yet, the priority of implementation has not been established, and funding has not been secured. The change from single occupancy auto use to broader transit use would take time to develop. Bicycle and pedestrian traffic would likely increase initially because the new bridge would offer far superior facilities, and then grow at a slower, steady rate, as the recreationists and commuters discovered the facility. Bicycle use would be somewhat dependent on the development of bike paths and lanes north and south of the west-side interchange. The facility to the south is undergoing a planning effort. The facility to the north is being implemented over several years, though bicyclists can travel to the north using a combination of streets and paths.</p>	171
172	Transportation	<p><i>The traffic effects of tolling have not been incorporated into the EIS. This should have an effect on peak travel demand if tolls are instated during the peak times.</i></p> <p>Tolling was evaluated early in the development process. However, it was never selected as a preferred method for funding construction of the bridge. At this time, Multnomah County is pursuing a vehicle registration fee, in addition to other sources of state and federal funding, for financing the bridge.</p>	171
173	Transportation	<p><i>Mode split</i></p> <ul style="list-style-type: none"> <i>The EIS does not adequately explain the effect of the built alternatives on mode split. EIS is silent on mode split policy at the City and region.</i> <i>Compared to the No Build option, alternatives A through E provide significant improvements for bicyclists, pedestrians and transit users. The EIS identifies significant latent demand and continued growth of bicyclists. Transit service across the bridge would be resumed but it is not stated what future transit ridership across the bridge would be. As such, the EIS is silent on mode split changes as a result of the built alternatives. The EIS document would benefit from a combined table listing travel by different modes today and in 2035. The end result would be to show that the Built alternatives promote multimodal traveling and are more sustainable options than the No Build. In addition, the City is embarked on a Streetcar System plan that will inform new streetcar alignments throughout the city, including this corridor. A potential outcome could be two streetcar alignments: the line to Lake Oswego and one crossing the River via the bridge to connect to Tacoma Street on the east.</i> 	171

TABLE I-1

Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>The modal split in the area was difficult to predict because the existing situation artificially suppresses the current demand. It is predicted that bicyclist and pedestrian demand would substantially increase in the future, stimulated by vastly improved facilities and connectivity. A potential east-west streetcar was added to the planning picture following the release of the Draft Environmental Impact Statement (DEIS), so it was not included in the traffic study. The north-south study is currently underway, but no data were available from that study during development of the traffic analysis for the bridge. The existing bridge did have two TriMet bus lines until the bridge was load-limited. It is safe to assume that these bus lines would be restored with a new bridge. The study did assume that the volume of traffic would remain the same regardless of whether a Build alternative or the No Build Alternative was selected. However, a change of mode would occur. Trucks and buses would be expected to become 4 percent of the traffic, while autos would be reduced by that amount to maintain the same volume. This means that the study assumed that 4 percent of trips would change to other modes, primarily public transit. The study did not attempt to determine whether these trips would be diverted to streetcar, bus, or even the Portland-Milwaukie light rail line.</p>	
174	Air Quality	<p>Greenhouse gas emissions</p> <p><i>Building on the points above, the EIS is silent on the effect of the alternatives on greenhouse gas emissions. Analysis should indicate that, while vehicle travel on the corridor would remain unchanged, greater transit and bicycle and pedestrian travel result in greater multimodal travel, leading to a reduction in greenhouse gas emissions per bridge/study area user.</i></p> <ul style="list-style-type: none"> <i>EIS is silent on climate change and Peak Oil policy at the City.</i> <p>All alternatives, including the No Build Alternative, showed an equal increase in traffic in the future. Therefore, differences among the alternatives in absolute volumes of greenhouse gases is, logically, of little significance. What is important is that all Build alternatives allow for a substantial increase in the use of multiple modes of transportation. These transportation modes can produce less greenhouse gases, depending on what energy source is used and how that energy is generated. That said, the Build alternatives cannot be reliably differentiated on this basis. All Build alternatives could be just as effective. Even the No Build Alternative could experience a reduction, if auto fuels were changed. Therefore, the most significant decision made by the project related to greenhouse gases, is to accommodate all modes, which all Build Alternatives do. However, the most significant decisions regarding whether or not greenhouse gases will actually be reduced lie outside the project decision team. These involve development of fuel sources and vehicles that use alternative fuels, decisions to operate public transit across the bridge, decisions on how to fuel public transit, decisions by the public to use the public transit that is offered, and decisions on how to generate electricity, if electricity is the energy source.</p>	171
175	Transportation	<p>Freight</p> <p><i>EIS should more clearly state the effect of the built alternatives on freight, which is to reinstate truck access currently limited as a result of the bridge's weight limitation. The effect would be to add about 1,500 trucks/large vehicles, or 4 percent of total daily traffic volume, back onto Tacoma and the bridge. The EIS should also state that the percentage and total truck volume (as well as truck type) would remain largely unchanged from the time prior to the 2004 weight restrictions).</i></p> <p>Your comment, which supports the findings of the traffic study, is noted.</p>	171

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
176	Transportation	<p>Eastern Interchange</p> <ul style="list-style-type: none"> • Traffic • The EIS analyzed the effects of three treatments: a No Change, a full traffic signal at SE 6th Ave. and a loop road connecting north and south of Tacoma under the Bridge using SE Grand Avenue. The EIS states that in terms of operations, the No change and the loop does not significantly affect traffic operations on Tacoma but full signal leads to failing level of service (LOS) on Tacoma, spilling traffic onto the western interchange. This is the case if generous green time is given to SE 6th Ave. The City finds that a) even under the No Change, traffic during the PM peak backs up onto the west end of the bridge, and b) that a traffic signal with significantly reduced green time on SE 6th Ave. leads to congestion levels on Tacoma and the bridge that are not significantly different than the No Change. • A pedestrian activated signal should be evaluated at this location given need to access across Tacoma and to community land uses, particularly to the north (Oaks Park, Sellwood Riverfront Park, Sellwood and Oak Pioneer Parks) as well as to future bridge sidewalks and bike lanes. • City TSP LOS policy for Tacoma, a Main Street, is not stated. Instead, page 3-9 of technical report uses RTP LOS policy, which is different (LOS E for two hours is considered “acceptable”). As regional and City policy on LOS should be similar, we assume that a different classification was used to measure Tacoma. TSP Policy allows for F for the first peak hour and E for the second for Tacoma Street classified as a Main Street. • Travel on local streets • The EIS indicates that the full signal would lead to the most cut through traffic using local streets, followed by the loop. The full signal, as designed in the EIS, would likely lead to more cut through, though it can be managed via a pedestrian activated signal or by reducing the amount of green time allowed for SE 6th Ave. The loop has considerable impact for cut through traffic, acting as a free flowing off ramp from the bridge to access the area north of the bridge. This loop would be hard to manage to diminish cut through traffic. • Access to land uses • Oaks Park, Sellwood Riverfront and Pioneer parks, and commercial and residential can benefit from improved automobile circulation to serve local and non-local trips. The challenge is to have greater neighborhood auto circulation not lead to greater non-local cut through traffic. Both the signal and the loop improve local accessibility to these land uses over the No Change. • Special events • A signalized intersection would be able to be managed for special events. A loop helps primarily eastbound traffic but gaps in traffic on Tacoma are still needed. 	171

Following the identification and recommendation of Alternative D as the preferred alternative, the east-side intersection was re-evaluated under several scenarios. A bicyclist/pedestrian-activated signal would be placed at this location, rather than a full auto traffic signal. This would allow both pedestrians and bicyclists to safely cross SE Tacoma Street at this location without making it easier for cut-through traffic, particularly eastbound traffic, to enter the neighborhood. Alternative D, with the above refinement and others, is evaluated in this Final Environmental Impact Statement (FEIS) as Alternative D Refined.

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
177	Transportation	<p>Western Interchange</p> <ul style="list-style-type: none"> • <i>Three alternatives were evaluated as part of the EIS: a roundabout option (with and without pedestrian/bicycle facilities), a signalized option (single-point urban interchange) and a free flowing option (trumpet design). Below are some comments:</i> • <i>Roundabout</i> • <i>Not clear that the roundabout works well for pedestrians and bicyclists. The metering device helps traffic flow within the interchange during peak times so that it doesn't shut down, but how vehicles are supposed to allow for the safe crossing of peds and bicyclists is not clear (motorists in roundabouts are generally looking at oncoming traffic from the left, which may lead to less visibility for peds/bicyclists trying to cross using the marked crossings).</i> • <i>Not clear whether design would accommodate streetcar operations over the bridge from Hwy 43; it may require some additional engineering design and traffic control devices.</i> • <i>Trumpet</i> • <i>Pedestrian access and bicycle access severely limited. Access to cemetery poses significant negative impacts to business services and for pedestrian and bicycle access across cemetery.</i> • <i>Transit access severely limited via out of direction travel and longer distances.</i> • <i>Signalized</i> • <i>Works best for pedestrians and bicyclists accessing Hwy 43 and the cemetery</i> • <i>Free flowing northbound movement onto Hwy 43 from the bridge, needs more analysis, if there is a lot of pedestrian use during the AM peak.</i> • <i>Traffic operations seemed to have been modeled assuming a different intersection design: operations allow north to east traffic to occur at the same time as north to west traffic. Interchange design does not seem to allow that to occur.</i> • <i>Interchange could be designed to have one southbound/through lane onto Hwy 43 south and to access the cemetery.</i> <p>Your comments are supported by the traffic analysis. The roundabout would pose safety issues for pedestrians and bicyclists for the reasons stated. In addition, there appear to be turning radius issues for streetcars, if a roundabout were implemented. The trumpet design would eliminate access to two businesses. One business had alternate, but unsatisfactory access; the other business would have been displaced. The willingness of the River View Cemetery to allow bicycle traffic if their own access were curtailed seemed to be in question. The signalized interchange has been forwarded with the preferred alternative, Alternative D Refined. The intersection design would now combine the through lane with the west-to-southbound lane. This would eliminate one westbound lane on the west approach and reduce the southbound to Oregon (OR) 43 ramp to one lane.</p>	171
178	Transportation	<p>General</p> <ul style="list-style-type: none"> • <i>Project team should ask for exemptions from ODOT as to the required spacing for access to the interchange in the Hwy 43 corridor. As designed, alternatives cut off access to existing land uses or lead to access that is more costly and with more environmental and social impacts.</i> • <i>Tolling is not properly analyzed in the EIS. Particularly, the traffic effects of tolling have not been incorporated into the EIS. This should affect the design of the western interchange in particular.</i> 	171

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>Following the release of the Draft Environmental Impact Statement (DEIS) and advancement of the preferred alternative (Alternative D Refined), the project team developed an Interchange Area Management Plan. This plan required a full assessment of accesses, changes in accesses, and requests for deviations for accesses that cannot meet standards set out in ORS Division 51. Analysts extensively evaluated all accesses within the interchange area. As a result of this evaluation, the access to Willamette Moorage Park would be moved further north. This access would be right-in, right-out only. Deviations would be granted for accesses to the River View Cemetery Superintendent’s House, Powers Marine Park, and the Staff Jennings property. The intersection at the River View Cemetery access would be eliminated. To accommodate streetcar movement between SE Tacoma Street and the potential streetcar line between Portland and Lake Oswego, the access road that would serve the cemetery was modified to go behind the Superintendent’s House, rather than in front of it.</p>	
179	Bike/Pedestrian	<p>Bicycle/Pedestrian Elements of Alternatives</p> <ul style="list-style-type: none"> • Alternative A • It provides very good treatment of bicycle and pedestrian operations across the River because of the nature of the separated facility. • It avoids conflicts with the west side interchange. It avoids conflicts with the crossing of Tacoma and the need for cyclists and pedestrians to choose one side of the bridge over another. It may lead to longer travel for bicyclists/pedestrians traveling south on Hwy 43 and to the cemetery. • The bicycle/pedestrian overcrossing of Hwy 43 is an integral part of the design. <p>Alternative A was not identified or recommended as the preferred alternative. Ultimately, the biking and pedestrian community felt that this alternative lacked "eyes on the road," the term used to indicate the passive surveillance of passing cars, and, therefore, was inherently less safe. This alternative would also create two bridge impacts to the river, as well as impacts to park properties that are considered negative.</p>	171
180	Preference	<p>Alternative B</p> <ul style="list-style-type: none"> • Provides substandard facilities for cyclists and pedestrians. A minimum 5’ bike lane on a high-volume roadway is not the type of bicycling infrastructure legacy we wish to leave to the next few generations who will use this bridge. Ten-foot shared use pathways (as we currently have on the Hawthorne Bridge) are inconsistent with the expected volumes projected to use that bridge. With the promise of a pathway on the west side of the river, and a streetcar stop on the west side of the river, bicycle and pedestrian traffic on the bridge is expected to be high. Our knowledge with shared use paths informs us that pedestrians and cyclists alike may have generally negative experiences using such a narrow combined facility and that this type of facility will deter from cycling, or at least not attract to cycling, the very people we wish to have riding in an area as thick with off-street pathways as are found in South Portland. • It creates uncomfortable crossings within a roundabout that will be more difficult for pedestrians to navigate than other proposed options. <p>A somewhat wider cross-section has been identified and recommended as the preferred alternative, Alternative D Refined. It would provide space for on-street bicycle use for the experienced rider in addition to a 12-foot-wide shared-use path for less-experienced riders and pedestrians. Both on-street and shared-use paths are offered on both sides of the auto traffic lanes, encouraging one-way travel on the shared-use paths. All these features would make the space more comfortable for all users.</p>	171

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
181	Preference	<p>Alternative C</p> <ul style="list-style-type: none"> <i>The undercrossing makes for a terrible design for pedestrians and cyclists. In recent years the City has closed pedestrian undercrossings because of the unsafe conditions fostered by covered, out-of-the-way and car-free public spaces.</i> <i>An alternative that would avoid pedestrians and cyclists being underneath would greatly improve this option.</i> 	171
		<p>This comment was fairly universally expressed by the bicycling and walking communities. This design was dropped from consideration after several attempts were made to make it work by bringing the facility out from directly under the bridge. Ultimately, local elected/appointed officials identified and recommended a configuration that would have all travel modes on the same deck.</p>	
182	Preference	<p>Alternative D</p> <ul style="list-style-type: none"> <i>It provides very adequate facilities. Most importantly it provides opportunities for faster cyclists to separate themselves from both slower-moving cyclists as well as from pedestrians by creating 6.5' bike lanes. At the same time, this option provides adequate width for pedestrians to share space with slower-moving cyclists (one-way) cyclists.</i> 	171
		<p>Alternative D Refined, has been identified and recommended as the preferred alternative.</p>	
183	Preference	<p>Alternative E</p> <ul style="list-style-type: none"> <i>It is awkward in the unbalanced cross-section it presents for pedestrians and cyclists. The suggested 8-foot pathway on the south side is too narrow for shared use and includes connections at the west end that are difficult at best. The shared 16-foot pathway on the north side is likely too narrow for the expected volumes of two-way bicycle and pedestrian traffic the bridge is expected to carry in the future.</i> 	171
		<p>Local elected/appointed officials dropped this configuration from consideration as the preferred alternative. The Alternative D cross-section has been identified and recommended as the preferred alternative.</p>	
184	Bike/Pedestrian	<p>Cross Section Elements of Alternatives</p> <ul style="list-style-type: none"> <i>For alternative A and C, which do not have sidewalks next to travel lanes, they would benefit from having pedestrian access via a sidewalk in case of stalling or other emergency access issues. They may be required as part of reconstruction.</i> <i>All alternatives should have the preferred bicycle lane and sidewalk width in the east end of the bridge at SE 6th Ave: that is, 12ft of sidewalk and 6.5 ft wide bicycle lanes. Per the Tacoma Main Street Plan, sidewalk width is 12ft and is to be acquired via dedication of land for right of way from adjacent properties.</i> <i>Alternative E's transit lanes. The EIS does not clearly state what the transit benefits would be in terms of travel timeloperations savings. Transit lanes do not seem to provide for sufficient travel timesavings to merit the extra cost.</i> 	171
		<p>Your comment regarding sidewalks is noted. Alternative D, as refined, which has been identified and recommended as the preferred alternative, would address these issues within the design.</p>	
		<p>The traffic evaluation did not show any real improvement in travel time savings from having transit lanes for this short a distance. Transit vehicles would have to integrate back into the regular travel lanes at either end of the bridge.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
185	Transportation	<p>General</p> <ul style="list-style-type: none"> 36 ft curb-to-curb or wider would better satisfy emergency response needs and special events. <p>At its narrowest, the curb-to-curb width of the roadway with the preferred alternative, Alternative D Refined, would be 37 feet (that is, two 12-foot-wide travel lanes with two 6.5-foot-wide shoulder/bike lanes). This would provide adequately for passage of emergency vehicles.</p>	171
186	Transportation	<p>A cycletrack design should be analyzed.</p> <p>During final design, the City of Portland will be consulted related to this option.</p>	171
187	Transportation	<p>The alternatives would benefit from the continuation of the third, non-continuous lane from Tacoma to be carried all the way across the bridge. This would allow vehicles to rely less on bicycle facilities during emergency/special situations but it would not lead to more vehicle capacity on the bridge and on the corridor.</p> <p>Those who were concerned that it could ultimately lead to four lanes on SE Tacoma Street strongly resisted this configuration. Local elected/appointed officials have dropped it from design consideration.</p>	171
188	Transportation	<p>Other elements</p> <ul style="list-style-type: none"> The impacts of long bridge closure on the City's emergency response are significant. The impacts of long bridge closure on travel patterns and access to commercial areas are significant. The impacts of long bridge closure on bicycle and pedestrian accessibility across the Willamette River are significant. <p>The impact of a long-term bridge closure was the most significant issue in identifying a bridge for construction. Local elected/appointed officials identified and recommended Alternative D Refined as the preferred alternative primarily because it could be constructed without long-term bridge closure and without using a temporary detour bridge.</p>	171
189	Transportation	<p>Preferred Project Elements</p> <ul style="list-style-type: none"> East-side Connection Free flow intersection as shown in Alternatives A and B. A proposed modification would be to include a bike/pedestrian only signal. <p>This concept has been identified and recommended as part of the preferred alternative, Alternative D Refined.</p>	175
190	Planning	<p>Bridge location, Rehabilitate or replace in current location/Although bridge will be somewhat wider, this area is already impacted and avoids new impacts elsewhere/ -</p> <p>The preferred alternative, Alternative D Refined, would be constructed in the current location with widening to the south.</p>	175

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
191	Bike/Pedestrian	<p>Bicycle/Pedestrian Path Location</p> <ul style="list-style-type: none"> <i>1st Choice: Underneath the bridge deck if the bike/pedestrian deck is off-set from the vehicle deck. This is a modification to Alternative C.</i> <i>Make the most direct connections to trails on both sides of river by minimizing the vertical climb; Eliminating the three layer spiral ramp; Eliminating need for on-street travel; Least impact to natural resources.</i> <i>Minimize loss of riparian area by relocating Hwy 43 to west as in Alternative D; Replace riparian area and improve habitat connectivity northwest of bridge.</i> <i>Bicycle/Pedestrian Path Location, 2nd Choice: On the bridge deck as shown in Alternatives B or D./Less confusing and potentially out of direction travel if cyclists and pedestrians are next to vehicles; Less desirable trail to trail connection; More impacts to natural resources/Minimize impact of pair of spiral ramps of pair of spiral ramps by shifting both landward out of river and away from riverbank; Consider extending bike/pedestrian route along bridge approach ramps or partially straightening ramps above west-side trail; Replace riparian area and improve habitat connectivity northwest and southwest of the bridge.</i> <i>Bicycle/Pedestrian Path Location, 3rd Choice: Separate bike/pedestrian bridge as shown in Alternative A though PP&R would prefer a different location.</i> <i>Impacts of smaller bike/pedestrian bridge in Sellwood Riverfront Park are less than that of larger vehicular bridge adjacent to Sellwood Riverfront Park and Oaks Pioneer Church; Additional impacts to natural resources; Minimize loss of riparian area by relocating Hwy 43 to west as in Alternative D; Replace riparian area and improve habitat connectivity northwest and southwest of vehicle bridge; Relocate the bike/pedestrian spiral southward, out of the existing natural area.</i> <p>Several "under bridge" modifications were examined during the process that led to the identification and recommendation of Alternative D Refined as the preferred alternative. Ultimately, however, none was judged satisfactory. The on-deck configuration has been identified and recommended as the preferred alternative. The spiral ramps have been replaced with ramps that would follow the curve of the outside vehicle ramp and connect to the Willamette Greenway Trail (West Bank). These changes would reduce the impacts to the riparian area. Mitigation for impacts would involve stream restoration of two unnamed drainages in Powers Marine Park.</p>	175
192	Transportation	<p>West-side Interchange</p> <ul style="list-style-type: none"> <i>Signal interchange as shown in Alternatives D or E.</i> <p>The signalized interchange has been identified and recommended as preferred, and slightly modified. The westbound to southbound lane has been combined with the westbound through lane. The southbound ramp to Oregon (OR) 43 was reduced to one lane.</p>	175
193	Parks and Recreation	<p>Access Road to Powers Marine Park</p> <ul style="list-style-type: none"> <i>PP&R staff and visitors currently access Powers Marine Park from Hwy 43 and the Willamette River. New staff vehicle access can be made from relocated and improved west-side Greenway Trail. PP&R staff do not need an access road as shown in Alternatives A, B, and D.</i> <p>Current access from Oregon (OR) 43 requires non-permissible use of the highway shoulder and an unsafe crossing of a railroad track that is under study for more intense use. The preferred alternative, Alternative D Refined, would provide safe and legal use of a public access road to reach both Powers Marine Park and the Staff Jennings property.</p>	175

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
194	Planning	<p>Bridge Location</p> <ul style="list-style-type: none"> • Rehabilitate or replace in current location as shown in Alternatives A-D. <p>Alternative D Refined has been adopted as the preferred alternative. Alternative D Refined would replace the bridge at its current location.</p>	175
195	Bike/Pedestrian	<p>Bicycle/Pedestrian Path Location</p> <ul style="list-style-type: none"> • 1st Choice: Underneath the bridge deck if the bike/pedestrian deck is off-set from the motorized use deck. This is a modification to Alternative C first proposed by Arun Jain of the City of Portland Planning Bureau. • 2nd Choice: On the bridge deck as shown in Alternatives B or D. • 3rd Choice: Separate bike/pedestrian bridge as shown in Alternative A, though PP&R would prefer a different location. Ramp between bridge and trail should be located in the developed area to the south, outside natural resource area. <p>Following the release of the Draft Environmental Impact Statement (DEIS) and receipt of comments, analysts examined several alternative ways to place the bicycle/pedestrian facility under or alongside the bridge or weaving from side to side. None offered a satisfactory solution. Ultimately, local elected/appointed officials identified and recommended the on-deck design for advancement as the preferred alternative, Alternative D Refined.</p>	175
196	Preference	<p>Preferred Alternative as Detailed in the DEIS</p> <ul style="list-style-type: none"> • 1st Choice: Alternative C with a signal interchange on the west-side, free flowing intersection at the east-side connection and the bike/pedestrian deck off-set from the vehicular deck. • 2nd Choice: Alternative D with a free flowing intersection at the east-side connection with a bike/pedestrian only signal. <p>Local elected/appointed officials identified and recommended Alternative D with a free-flowing intersection at the east end and a bicyclist/pedestrian-activated signal as the preferred alternative. The bicycling and walking community did not prefer the under-deck design because they perceived it as less safe.</p>	175
197	Cultural	<p>Oaks Pioneer Church</p> <ul style="list-style-type: none"> • PP&R does not support alternatives that impact or (potentially) involve relocation of Oaks Pioneer Church (Alternatives A, B-temp detour bridge, and E). <p>The preferred alternative would not impact Oaks Pioneer Church, either permanently or temporarily.</p>	175
198	Planning	<p>The following table details the rationale for selecting the preferred element and alternative and mitigation options for off-setting unavoidable impacts to park properties.</p> <ul style="list-style-type: none"> • Element or Alternative/Rationale/Proposed Mitigation • East-side Connection, Free flowing intersection with a signal for bike/pedestrian crossing. (PP&R recognizes it is not the lead Bureau on this issue)/Avoid adding vehicles to neighborhood streets that serve as Willamette Greenway (Spokane) that full signal or under-crossing would make possible <p>This point of view prevailed in refining Alternative D as the preferred alternative.</p>	175

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
199	Planning	<p>West-side Connection, Signal intersection; Hwy 43 relocated farther west as shown in Alternative D</p> <ul style="list-style-type: none"> • Minimize impact on natural area acreage, width and connectivity from wider roundabout and trumpet designs • Minimize impact of pair of spiral ramps by shifting both landward out of river and away from river bank. • Minimize impact of spiral ramps by design to extend bike/pedestrian route along bridge approach ramps or to provide straighter ramps partially above west-side trail 	175
<p>Resources that compete for preservation and have special protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 requirements surround the west end of the bridge and interchange on both sides. The solution being forwarded attempts to reduce impacts to the minimum, and to balance impacts to resources so that all can continue effectively without significant deterioration. Therefore, the preferred alternative, Alternative D Refined, seeks to preserve and enhance natural habitat, while preserving historic properties and providing for all transportation modes in the corridor.</p>			
200	Process	<p>The Oregon Department of Fish and Wildlife (ODFW) has reviewed the DEIS for the Sellwood Bridge Project and offers the following comments:</p> <ul style="list-style-type: none"> • ODFW supports alternatives and design options that create the least amount of negative impacts to fish and wildlife populations. • When the final alternative and design options are chosen, ODFW looks forward to working with the Oregon Department of Transportation and Multnomah County to assist in the final design or mitigation measures that provide the most benefit to fish, wildlife and their habitats. 	188
<p>Following the identification and recommendation of Alternative D as the preferred alternative, the alternative was refined to reduce impacts to riparian vegetation and reduce in-water impacts. As mitigation, an existing culvert crossing of Stephens Creek and proposed additional crossings would be modified and replaced with a stream crossing that would be fish-and-wildlife friendly, following input from the Oregon Department of Fish and Wildlife. In addition, two unnamed drainages within Powers Marine Park would be restored for fish use as refugia.</p>			
201	Biology	<p>3-18 Wildlife</p> <ul style="list-style-type: none"> • Page 3-174: Build Alternatives-Environmental Consequences- • This section states no effect on Peregrine Falcons. This section also states, “American Peregrine Falcon uses the area, but has not nested on the Sellwood Bridge”. Recent reports (October 30, 2008) by Audubon field workers indicate a falcon fledgling sighting on the Sellwood Bridge in the spring of 2008. The Audubon Society plans to monitor the site in the spring of 2009. ODFW suggests monitoring of the site with plans for mitigation measures assuming nesting is occurring on the bridge. If the final bridge design chosen does not contain elements that would lead to successful nest building then a nest box should be considered for placement on the bridge. 	188
<p>Text has been added to this Final Environmental Impact Statement (FEIS) regarding this species. This species will be added to the list of species that would require monitoring during construction. Because the wildlife situation with respect to individuals of a species is dynamic, it will be addressed at the time of construction. Biological monitoring will be required during the construction period so that mitigation plans can respond to the situation as it develops.</p>			

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
202	Biology	<p>Page 3-175: Alternative Specific Impacts and Mitigation:</p> <ul style="list-style-type: none"> Mitigation measures to minimize impacts to wildlife from blasting should be included in the FEIS. <p>Blasting hazards include fly rock, air blast, noise, and vibration. It is estimated that the project would require 10 to 20 blasting sessions during the course of construction. A blasting specialist would design the blasts; a preblast survey would be made before the blasts; and air blast, vibration, and noise would be monitored during the blasts. Typical practices used would be smaller shots, adjusted in a delay pattern that would reduce (rather than amplify) the impacts of the blasts. Blasting mats would be used to control fly rock and reduce noise impacts. The time of year of the blasts might need to be adjusted to avoid disturbing nesting birds.</p>	188
203	Typos/Word Changes/Technical but not substantive comments	<p>Appendix F-Summary of Permits and Clearances Needed:</p> <ul style="list-style-type: none"> Need to include ODFW-Fish Passage Plan approval (OAR 635-412) <p>Your comment is noted. The edit has been made in this Final Environmental Impact Statement (FEIS).</p>	188
204	Typos/Word Changes/Technical but not substantive comments	<p>3-13 Water Quality-ODFW suggests mapping proposed locations of water quality treatment facilities for inclusion into the FEIS.</p> <p>This Final Environmental Impact Statement (FEIS) discusses water quality treatment facilities and their locations.</p>	188
205	Hydraulics	<p>3-14 Hydraulics-Balancing of cut/fill</p> <p>Your comment is noted. During final design of the project, balance in cut and fill would be refined to comply with floodplain ordinances.</p>	188
206	Hydraulics	<p>Page 3.151: 3.14.3 Mitigation-</p> <ul style="list-style-type: none"> ODFW recommends round piers as a mitigation option. Inwater bents with square pier designs create greater scour than round piers. Inwater bents with square piers also increase the amount of large woody debris captured which can lead to gravel bar development. <p>The final design of the in-water piers has not been determined. Piers will be optimally designed to adequately support the structure, minimize scour, avoid capture of large woody debris, comply with Federal Emergency Management Agency (FEMA) no “net rise” requirements, and minimize impacts to fish and fish habitat. In-water structures will be the subject of a Biological Assessment and of various permits, including floodplain and navigational permits.</p>	188
207	Bike/Pedestrian	<p>(Mitigation) Mitigate the lack of eyes on the street, noise, pigeon droppings by hanging the bike/pedestrian shared path to side of bridge. It could alternate as proposed by Arun Jain, City of Portland, Planning Department or remain on one side.</p> <p>These issues have been addressed by advancing a preferred alternative that places the bicycle and pedestrian facilities on the same level as the vehicle traffic.</p>	226

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
208	Hydraulics	Excavating stream banks as a mitigation measure to offset potential “rise” in the FEMA Special Flood Hazard Area is not advisable. This type of mitigation measure destroys valuable riparian habitat, upsets habitat forming process and likely require additional mitigation to offset impacts to stream and riparian function.	188
		Excavation of stream banks is a standard remedy if approaching this from the floodway perspective, and was therefore mentioned in the Draft Environmental Impact Statement (DEIS). However, this approach would be extremely difficult to accomplish in the project area. It is unlikely that this remedy will be pursued. At this time, it is not possible to determine whether any remedy would be required because the bridge type and associated piers cannot be selected until later in the design process. The first effort would be to design the bridge piers so that there would be no net rise in the Federal Emergency Management Agency (FEMA) Special Flood Hazard Area and, thus, no need for mitigation. If this could not be accomplished, other remedies would be sought. Bridge engineers, hydraulic engineers, and biologists will all be involved in designing a remedy. All aspects of the outcome will require permits, so the mitigation will receive adequate scrutiny to satisfy all regulatory stakeholders.	
209	Biology	3-15 Aquatic Resources; <ul style="list-style-type: none"> Page 3-156: Habitat in the Project Vicinity- The sentence within the last paragraph of this section states, “The lower river was used by salmon and steelhead trout as a migration corridor”. A clarifying sentence is needed. Historically the lower Willamette River was a major rearing area for salmon and trout. In the recent past, as a result of human influences on the river, the lower Willamette is primarily considered a migration corridor. Recent ODFW investigations documented evidence of salmon spawning in the lower Willamette River. 	188
		This information has been incorporated in this Final Environmental Impact Statement (FEIS).	
210	Biology	Page 3-157: Other Anadromous Fish Species- <ul style="list-style-type: none"> ODFW suggests changing the title to: Other Native Anadromous Fish Species. American Shad are an anadromous fish species but a non-native fish species. 	188
		This has been revised in this Final Environmental Impact Statement (FEIS).	
211	Hydraulics	Page 3-160: Piers in the River- <ul style="list-style-type: none"> This is a good opportunity to discuss the type of instream habitat within the proposed cross section of the river and how various pier types (square, round, etc.) effect or would not be affected by scour associated with different pier shapes. 	188
		The project will use the pier type that is required to support the structure but at the same time minimizes impacts to flood elevations, scour, and fish habitat. A speculative tutorial on various types of piers would mislead the reader, and raise concerns about impacts that would not occur.	
212	Biology	3-16 Vegetation <ul style="list-style-type: none"> Page 3-166: Mitigation & Page 3-170 Mitigation (Stephens Creek)- Removal of mature trees within the project area will occur as a result of the project. ODFW suggests utilizing mature large woody debris in either the restoration project on Stephens Creek, donating them to a local watershed council or other entity with planned restoration projects within the lower Willamette River basin. 	188

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		The mitigation for the project would involve stream restoration of two unnamed streams in Powers Marine Park. Potentially, large woody debris could be used during this restoration, or other restorations in the area.	
213	Parks and Recreation	Portland Parks & Recreation is the proper name for the bureau. Please make consistent throughout the document.	226
		This correction has been made in this Final Environmental Impact Statement (FEIS).	
214	Typos/Word Changes/Technical but not substantive comments	Remove "Undeveloped" from all descriptions of natural area lands. Natural area land is managed for its natural resource functions and values and PP&R does not consider these lands undeveloped.	226
		This correction has been made in this Final Environmental Impact Statement (FEIS).	
215	Parks and Recreation	PP&R is not a typical ROW land owner. PP&R lands are managed for multiple functions and values including active and passive recreation, habitat for wildlife and fish, views, and environmental education. The Draft EIS states that PP&R will be paid cash for the project ROW within parks based on fair market value of the land. PP&R does not consider this appropriate payment. The functions and values of each park must be evaluated and PP&R compensated based on the impacts to these values in additional park land or enhancements that will replace the impacted functions and values, plus the payment for the ROW.	226
		Mitigation measures have been negotiated with Portland Parks & Recreation, and are the subject of two Agreements. In addition to payment for the right-of-way (the value of which will be based on the use of the land as a park), two drainages would be the subject of stream restoration to provide off-channel fish habitat. In addition, the Stephens Creek area would have a crossing that would be fish-and-wildlife friendly and would be subject to restoration efforts, as warranted.	
216	Parks and Recreation	Westside Riparian habitat along the Willamette River has been greatly reduced within the City of Portland. First priority is to avoid impacts to this habitat type. Any unavoidable impacts must be mitigated with in-kind replacement.	226,
		The preferred alternative, Alternative D Refined, would only minimally impact Westside Riparian habitat. Changes in the design (such as replacing the spiral ramps with roadside ramps and reducing the west-end bridge approach by one lane) have reduced the impacts to Westside Riparian habitat compared to what was presented in the Draft Environmental Impact Statement (DEIS).	
217	Parks and Recreation	Alternatives should avoid or minimize additional fragmentation to wildlife corridors along the river and between the riparian and upland forests.	226,
		Because the preferred alternative, Alternative D Refined, would replace the existing bridge on the same alignment, no additional fragmentation to wildlife corridors would occur. The access road under the interchange would improve connectivity, as would replacing the culvert carrying Stephens Creek under the railroad track with a wildlife-and-fish-friendly crossing.	
218	Parks and Recreation	If proposed crossing location into Willamette Moorage Park is not changed, then include a fish friendly crossing such as a bridge over the Stephens Creek.	226
		A fish-friendly crossing has been added to mitigation for the project.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
219	Typos/Word Changes/Technical but not substantive comments	Change "non-programmed" to "passive" recreation for all natural area parks or the natural area of a hybrid park.	226
		This correction has been made in this Final Environmental Impact Statement (FEIS).	
220	Purpose and Need	Global warming should be addressed in the EIS, not just in Cumulative Effects. FHWA does not have any formal standards but the State of California has done some interesting work for SEQA compliance that could be used in the EIS evaluation.	226
		The U.S. Environmental Protection Agency (EPA) does not have standards, and neither an acceptable methodology nor reliable data are available to assess greenhouse gases for the project. Because all of the alternatives have the same predicted auto traffic (including the No Build Alternative), there would be little differentiation among the Build alternatives. All Build alternatives would allow for multiple modes of transportation. If alternative transportation modes were implemented and used, they would help reduce greenhouse gases. However, the implementation of any of the strategies to reduce greenhouse gases, other than providing for other transportation modes, is outside the decision authority of this project development process.	
221	Parks and Recreation	All alternatives show impacts to Willamette Moorage Park with the proposed relocated Willamette Moorage Park and Macadam Bay Club entrance. The draft EIS does not evaluate other alternatives to this entrance.	226
		Between the Draft Environmental Impact Statement (DEIS) and this Final Environmental Impact Statement (FEIS), Oregon statutes require the development of an Interchange Area Management Plan, one element of which is access management. After the preferred alternative, Alternative D, was identified, the project team worked with the Oregon Department of Transportation (ODOT) and Portland Parks & Recreation to refine the access design. The access has been moved as far north as possible without displacing businesses, and has been moved to avoid wetland impacts and reduce impacts to Stephens Creek. Several other options were evaluated. The option with the least overall impacts was identified for refinement of Alternative D as the preferred alternative.	
222	Parks and Recreation	PP&R suggests that creating a roadway with a bridge crossing of Stephens Creek in the proposed Trolley ROW, on the west side of the rail track, that goes from the present entrance to SW Miles Street be evaluated as a possible alternative. This would eliminate the impacts to Willamette Moorage Park and the recently constructed Stephens Creek Fish Enhancement Project and keep open the possibility of additional creek restoration work upstream in the future.	226
		This suggestion and others were evaluated for the access. The access road for the preferred alternative, Alternative D Refined, would cross the railroad tracks at their existing crossing, run immediately north along the west side of the tracks, and turn east just south of the first commercial building to the north. The existing access road would be gated and left in place. Emergency vehicles, which would have difficulty negotiating the corners of the replacement access road, could use the existing road for access.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
223	Parks and Recreation	<i>If the proposed crossing location into Willamette Moorage Park is not changed, then include a fish friendly crossing such as a bridge over Stephens Creek.</i> A fish and wildlife friendly crossing of Stephens Creek is now part of the mitigation plan.	226
224	Parks and Recreation	<i>Land-Based Construction - Construction Storage and Fabrication Areas: 0.5 to 1.0-ac. site will be needed near the proposed bridge construction and 5.0 to 8.0-acre site outside the project area. PP&R understands that the sites will be selected based on land availability during construction. Our preference is for sites not immediately adjacent to PP&R property.</i> Laydown and storage sites have not yet been identified. Of the two, the one of concern is the site or sites required within the project area. Usually these are flat areas, often paved. They might include parking lots, areas cleared for construction, and other vacant areas. Because Portland Parks & Recreation (PP&R) property abuts the project for almost its full length on the west side, it is likely that some sites would be established adjacent to PP&R property.	226
225	Parks and Recreation	<i>Figures 3.2-2, 3.2-4, 3.2-6, 3.2-8, 3.2-10: West-side diagrams should show the bike/pedestrian facility to which the new construction will connect (cemetery road); East-side diagram should show the existing Springwater Corridor. This will clarify the length of on-street connection needed to reach off-street trail; please confirm whether or not the stairway between SWC and SE Spokane will be replaced.</i> This Final Environmental Impact Statement (FEIS) provides more detailed drawings of the bike/pedestrian facilities for the preferred alternative, Alternative D Refined. The stairway from the bridge to the Springwater Corridor Trail would not be replaced. Access from the bridge to the trail would be by SE 6th Avenue and SE Spokane Street.	226
226	Typos/Word Changes/Technical but not substantive comments	<i>Alternative C: Please note the reduced amount of vertical distance that pedestrians and cyclists have to travel in this option. A flatter route should be more attractive to all human-powered users. Are profiles available for the bike/pedestrian route of each alternative?</i> The preferred alternative, Alternative D Refined, includes a pedestrian and bicycle ramp similar to the one in Alternative C. Please see the updated drawings in this Final Environmental Impact Statement (FEIS).	226
227	Transportation	<i>Mitigation) Do not build the east-side under-crossing</i> Local elected/appointed officials have eliminated the east-side undercrossing from consideration as part of the preferred alternative.	226
228	Typos/Word Changes/Technical but not substantive comments	<i>Table 3.2-7 and 3.208: Signalized intersection improves bicyclist and pedestrian crossing of SE Tacoma Street unless it is a vehicle signal. Adding vehicles would make cycling more dangerous on SE Spokane as well.</i> The preferred alternative signal is a bicyclist/pedestrian-activated signal to provide safe crossing for bicycles and pedestrians.	226

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
229	Typos/Word Changes/Technical but not substantive comments	(Mitigation) Either do not signalize the east-side intersection or make it bicycle and pedestrian only (subject to PDOT recommendation).	226
		Based on the City's recommendation, the preferred alternative east-side intersection would not be signalized for auto traffic, but would have a bicyclist/pedestrian-activated signal for bicycle and pedestrian traffic to cross SE Tacoma Street.	
230	Typos/Word Changes/Technical but not substantive comments	3.2.5 Summary of Alternatives by Differentiating Bicyclist and Pedestrian Impact – revise per comments above.	226
		The text in this Final Environmental Impact Statement (FEIS) has been altered to reflect the refined proposal.	
231	Typos/Word Changes/Technical but not substantive comments	Add a table that documents the vertical climb from trail on both east and west to high point of bridge (or note length of ramps) [see attached spreadsheet]. For instance, for Alternative B the spiral ramp would contain three loops to get bikes/pedestrians up or down the 1000 feet length needed to ascend or descend from the bridge. This will most likely be a commuting and recreation barrier for most users.	226
		Because the designs at this phase of the project are conceptual and would be revised after the Federal Highway Administration selects a preferred alternative, qualitative text was added to this Final Environmental Impact Statement (FEIS) to address this comment.	
232	Typos/Word Changes/Technical but not substantive comments	Access to Macadam Bay Club. The draft EIS only evaluates one alternative for relocating the existing access road.	226
		Between the Draft Environmental Impact Statement (DEIS) and this Final Environmental Impact Statement (FEIS), Oregon statutes require the development of an Interchange Area Management Plan, one element of which is access management. After the preferred alternative, Alternative D, was identified, the project team worked with the Oregon Department of Transportation (ODOT), and Portland Parks & Recreation to refine the access design. The access has been moved as far north as possible without displacing businesses, and has been moved to avoid wetland impacts and reduce impacts to Stephens Creek. Several other options were evaluated. The option with the least overall impacts was identified for refinement of Alternative D as the preferred alternative.	
233	Parks and Recreation	Willamette Shoreline Trolley and Future Streetcar - The draft EIS does not evaluate any alternatives other than moving of the trolley ROW into Powers Marine and Willamette Moorage natural area parks.	226
		The Willamette Shoreline Trolley is under evaluation as a streetcar line in the Portland to Lake Oswego Draft Environmental Impact Statement (which has not yet been released). The Sellwood Bridge Project Draft Environmental Impact Statement (DEIS) assumed the streetcar proposal with the largest footprint would be built. This footprint was chosen so that a full evaluation could be made for the bridge project without the risk that the streetcar project might add impacts that were not evaluated, thereby invalidating the Sellwood Bridge Project DEIS. It is possible that the Portland to Lake Oswego project will select a streetcar or other alternative with fewer impacts.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
234	Parks and Recreation	<i>(Mitigation) Proposed Alternative for Macadam Bay Moorage Access: Creation of a roadway with a bridge crossing of Stephens Creek in the proposed Trolley ROW, on the west side of the rail track, that goes from the present entrance to SW Miles Street to be evaluated as a possible alternative.</i>	226
		After discussions on this topic and a revision of the access road in the preferred alternative, Alternative D Refined, Multnomah County agreed to replace the existing culvert plus the planned culverts carrying Stephens Creek with a fish-and-wildlife-friendly passage. This passage would be constructed according to Oregon Department of Fish and Wildlife standards.	
235	Parks and Recreation	<i>(Mitigation) Proposed Streetcar/Trail Alternatives: Reduce length of double track through the park natural areas (Powers Marine and Willamette Moorage). Establish streetcar ROW in center of Hwy 43. Design multimodal Greenway Trail within existing streetcar ROW, not in the natural area.</i>	226
		This is a concern the Draft Environmental Impact Statement under development for the Portland to Lake Oswego Streetcar Project should address. The Sellwood Bridge project has assumed the double-track scenario, as proposed in the initial concept development for the streetcar project. This allowed the analysts to determine the greatest probable impacts. If the streetcar study results in a smaller impact, then the impacts for the Sellwood Bridge project would be less. In that case, the Sellwood Bridge study would not require reevaluation. Because it is easier to document a reduction of impacts than an increase in impacts, this study assumed the worst case.	
236	Parks and Recreation	<i>General comment: The scale of maps with aerial photo base and no existing edge of pavement makes it difficult to analyze impacts to natural areas in Powers Marine Park and Willamette Moorage. Although overall acreage is importance, width of the riparian buffer is also significant. PP&R overlaid our west-side natural area parks over Alternatives A-E West IC drawings to evaluate impacts.</i>	226
		The evaluation was performed using a geographic information system (GIS). The impacted areas were often small slivers of vegetation that could not be effectively portrayed on the map scale used in the Draft Environmental Impact Statement (DEIS). During the refinement of Alternative D as the preferred alternative, the project team supplied Portland Parks & Recreation with maps at a much larger scale so they could participate in the refinement process.	
237	Parks and Recreation	<i>Sellwood Riverfront Park (3-107) – include that the park is used for summer concerts and movies.</i>	226
		The revisions were made in this Final Environmental Impact Statement (FEIS).	
238	Parks and Recreation	<i>Powers Marine Park (3-108) – include that the City of Portland, Bureau of Environmental Services (BES) completed a capital improvement project in the park in 2007. Large woody debris was placed below the ordinary high water line to increase the habitat value for fish. Also, invasive plant species have been removed and native species planted. Ongoing revegetation work is currently funded by BES and PP&R through 2010.</i>	226
		Park improvement and restoration activities have progressed as the project has developed. While the Draft Environmental Impact Statement (DEIS) attempted to stay current, at some point, technical reports were finalized, even as park work continued. This Final Environmental Impact Statement (FEIS) was updated to include some past work, but will never be current with a program that continues to be dynamic. Once the final design is completed, final mitigation plans and permits will be required. Mitigation plans would usually require some updating at that point to adjust to the current status of the area.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
239	Typos/Word Changes/Technical but not substantive comments	Willamette Moorage Park (3-108) please change "hiking" trail to "shared-use" trail.	226
		This correction was made in this Final Environmental Impact Statement (FEIS).	
240	Parks and Recreation	Willamette Moorage Park, first column, last paragraph (3-108) include: the project also included riparian enhancement, removal of invasive and planting native species.	226
		Your comment is noted.	
241	Parks and Recreation	Springwater Corridor Trail (3-108) please add "downtown Portland to" after "connecting" in second sentence of second paragraph	226
		The correction was made in this Final Environmental Impact Statement (FEIS).	
242	Parks and Recreation	Willamette Greenway Trail (East Bank; 3-109) Add second sentence in second paragraph: SE Umatilla Street. There is a two-block gap and trail continues between SE Tenino and SE Linn.	226
		The correction was made in this Final Environmental Impact Statement (FEIS).	
243	Typos/Word Changes/Technical but not substantive comments	Table 3.9-1 (3-110) as noted elsewhere, remove "undeveloped"	226
		Your comment is noted.	
244	Typos/Word Changes/Technical but not substantive comments	Table 3.9-1 (3-110): Area; Functions Impacted column does not address the functions and values of the park that are impacted by each alternative. The EIS needs to address the riverine and riparian functions impacted by the land conversion.	226
		The functions and values impacted varied only in magnitude by alternative, and even the magnitude varied little among the alternatives. The preferred alternative, Alternative D Refined, would improve riverine functions through planned mitigation. Such mitigation would include stream restoration of two unnamed drainages and the creation of off-channel habitat for fish. In addition, a fish-and-wildlife passage would be restored on Stephens Creek by replacing a culvert with a fish-and-wildlife-friendly crossing structure.	
245	Typos/Word Changes/Technical but not substantive comments	Table 3.9-2 (3-110): Area; Functions Impacted column does not adequately address the impacts to the functions and values of the riverine and riparian habitats impacted by the build alternatives. All alternatives convert approximately 20% or greater area of the park to transportation uses. This will have a large impact on the functions and values of the natural area.	226
		The project team modified the preferred alternative, Alternative D Refined, to reduce impacts to the natural habitat values within the park. Planned mitigation would provide stream restoration to two unnamed drainages that are currently degraded. For the most part, the footprint of the project would be similar to the existing footprint, and would cross the park in an area that is already significantly degraded.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
246	Parks and Recreation	3.9.3 Direct Impacts, Mitigation, Alternative Specific Mitigation (3-110) revise per suggestions elsewhere for no reduction park/natural area acreage. Evaluate potential of any land taken from business or residential displacement to be re-used as park/natural area under bridge.	226
		The project team modified Alternative D Refined to reduce impacts. These modifications include changing the bike/pedestrian ramps, altering the access road to Willamette Moorage Park, removing the path to the south from the design, extending the path to the north to SW Miles Street, and incorporating mitigation that would enhance off-channel fish habitat. They examined the conversion of potential right-of-way as mitigation. However, this approach is not supportable within the framework of the project acquisition requirements.	
247	Typos/Word Changes/Technical but not substantive comments	Mitigation Coordination at Local Parks call out box (3-111) the projects have been completed, update box.	226
		This box has been updated in this Final Environmental Impact Statement (FEIS).	
248	Typos/Word Changes/Technical but not substantive comments	3.9.3 Bullet for Powers Marine Park (3-111) the proposed mitigation is not appropriate as the invasive species have been removed from the park and the tree canopy is intact. A fish enhancement project has been completed at the park. Unsure what a river bank stabilization project would look like at this location.	226
		Since this comment was made, a new mitigation plan has been developed with Portland Parks & Recreation. The mitigation measures are now more focused on enhancing off-channel fish habitat and providing wildlife passage. This section has been updated in this Final Environmental Impact Statement (FEIS).	
249	Typos/Word Changes/Technical but not substantive comments	3.9.3 Bullet for Oaks Pioneer Park (3-11) include economic impacts to SMILE for temporary reductions in revenues from church rentals during bridge construction.	226
		Text in this Final Environmental Impact Statement (FEIS) has been revised.	
250	Typos/Word Changes/Technical but not substantive comments	Sellwood Riverfront Park, Alternative A (3-112) placement of the bridge will increase noise in the park, adversely impacting summer concert and movie programs.	226
		The preferred alternative, Alternative D Refined, would avoid these impacts by leaving the bridge in its existing location and widening it to the south, away from Sellwood Riverfront Park.	
251	Parks and Recreation	Sellwood Riverfront Park, Alternative A and E (3-112) The pedestrian/bike alignment will result in removal of some of the existing black cottonwood riparian forest on the riverbank at the west edge of the park.	226
		Local elected/appointed officials have identified and recommended Alternative D, as refined, which avoids these impacts, as the preferred alternative.	
252	Typos/Word Changes/Technical but not substantive comments	Willamette Moorage Park (3-112): update mitigation for the park as the Stephens Creek Fish Enhancement Project is complete, including riparian plantings.	226

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>The refinement of Alternative D as the preferred alternative has resulted in some amendment of the design within Willamette Moorage Park near Stephens Creek. The mitigation planned is the subject of an Agreement between Portland Parks & Recreation, Multnomah County, and the Oregon Department of Transportation (ODOT). Briefly, the Agreement provides for replacement of the existing Stephens Creek culvert under the railroad and the proposed culvert under the trail and access to Macadam Bay with a new fish-and-wildlife-friendly passage. This passage would be constructed according to Oregon Department of Fish and Wildlife standards.</p> <p>To minimize visual and aesthetic impacts to the park, along the path, the project team has committed to provide sloped, stepped, vegetated walls along the bicycle/pedestrian trail that would extend from the Sellwood Bridge to Macadam Bay. The wall design would provide for structural support and wildlife habitat value in all areas except where they were not feasible from an engineering perspective.</p>	
253	Typos/Word Changes/Technical but not substantive comments	<p>3.9.3 add last bullet before 3.9.4 Summary (3-114): (or where appropriate) that indicates the Willamette Greenway Trail (SE Spokane Street Section) would be impacted by east end interchanges on Alternative C, D, E) with appropriate mitigation being either existing east end intersection or bike/pedestrian only signal [this is park and recreational impact as greenway trail connection to Springwater, WG along river and Sellwood Riverfront park]</p>	226
		<p>Alternative D Refined includes a pedestrian activated signal for bicycle and pedestrian crossing of SE Tacoma Street at 6th Avenue. The Springwater Trail passes under the bridge, offering unimpeded travel from north to south across SE Tacoma Street.</p>	
254	Typos/Word Changes/Technical but not substantive comments	<p>Table 3.9-3 cont. Summary of Alternatives by Differentiating Park and Recreation Impact, Willamette Greenway Trail (SE Spokane Street Section): replace "None" on C, D, E with "East-end interchange adds vehicles to SE Spokane"</p>	226
		<p>The assessment team did not conclude that there would be a significant addition of traffic on SE Spokane Street to the point of impairing it as a Willamette Greenway Trail for bicyclists. Sidewalks serve pedestrians.</p>	
255	Typos/Word Changes/Technical but not substantive comments	<p>(Mitigation) Mitigation needs to include land purchase that replaces the functions and values lost, not just cash payment.</p>	226
		<p>After negotiation with the Portland Parks & Recreation, mitigation activities were developed and memorialized in two Agreements.</p>	
256	Typos/Word Changes/Technical but not substantive comments	<p>(Mitigation) Mitigation Measure for Specific Alternatives (Sellwood Riverfront Park) add "Contribute funds for completion of Springwater Sellwood Gap (Alternative A)</p>	226
		<p>The list identifies potential mitigation items for Alternative A. Alternative D, as refined, has been identified and recommended as the preferred alternative.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
257	Parks and Recreation	(Mitigation) Mitigation Measure for Specific Alternatives (Powers Marine Park) add "Redevelop Staff Jennings as natural area" (Alternative C) OR Alternative D would not acquire the Staff Jennings property. The availability of the Staff Jennings property as a mitigation site is, therefore, dependent on the owner being a willing seller, and the purchase would be made outside the project process because it is not required right-of-way for the project or its construction.	226
258	Transportation	(Mitigation) Mitigation reduction (Powers Marine Park) reduce need for mitigation by changing west intersection from trumpet (or roundabout) The signalized interchange has been identified and recommended as the preferred alternative, Alternative D Refined, for the west-side interchange. Eliminating the spiral ramps and narrowing the cross-section by one lane on the west end of the bridge further reduced the footprint.	226
259	Parks and Recreation	(Mitigation) Mitigation for impacts to Westside Riparian Habitat must be in-kind replacement. Impacts to riparian habitat were reduced during the refinement of Alternative D as the preferred alternative. Mitigation has been the subject of negotiation and an Agreement between Portland Parks & Recreation, Multnomah County, and the Oregon Department of Transportation (ODOT).	226
260	Parks and Recreation	(Mitigation) 'Daylight' and restore the existing perennial creeks that are piped through Powers Marine Park. Bridge all trail/ROW creek crossings. The parties have agreed to mitigation for creek impacts within Powers Marine Park and Willamette Moorage Park. The mitigation measures, which are contained in an Agreement, include stream restoration of two unnamed drainages in Powers Marine Park and replacement of the culvert at Stephens Creek.	226
261	Parks and Recreation	(Mitigation) Remove culverts beneath Hwy 43. Replace with structures that allow passage for fish & wildlife. After negotiations with Portland Parks & Recreation and review by biologists, it was determined that replacement of the culvert beneath Oregon (OR) 43 would not be beneficial to the resource.	226
262	Parks and Recreation	(Mitigation) Remove culvert beneath railroad ROW and construct a bridge crossing at Stephens Creek adjacent to Willamette Moorage Park. This culvert would be replaced with a fish-and-wildlife-friendly crossing. It has not yet been determined whether the crossing would be a bridge or a large culvert. The crossing would be constructed in accordance with Oregon Department of Fish and Wildlife guidance.	226
263	Parks and Recreation	(Mitigation) Regrade, revegetate and restore Stephens Creek between Macadam Blvd. and recently completed Stephens Creek Fish Enhancement Project. Any area within the park that would be disturbed during construction would be revegetated during completion of the project. Please note the responses to other comments regarding Stephens Creek, such as Comments #149, #151, #153, #154, #200, #215, #217, #218, #223, #234, #244, #252, #260, #262, #271, and #308.	226
264	Parks and Recreation	(Mitigation) Acquire bluff and riverbank lands adjacent to existing Willamette Greenway Trail (East Bank) ROW. Control invasives and revegetate with oak woodland species. Project-impacted, areas would be controlled for invasive plants and revegetated with native species. However, the project team has not agreed to acquire bluff or riverbank lands on the east side of the river.	226

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
265	Parks and Recreation	(Mitigation) Oaks Pioneer Park revegetate with native oak woodland species. The preferred alternative, Alternative D Refined, would not impact Oaks Pioneer Park.	226
266	Cultural	(Mitigation) Oaks Pioneer Park Compensate SMILE for any revenue reductions from church rentals during construction. The preferred alternative, Alternative D Refined, would not impact Oaks Pioneer Park.	226
267	Cultural	(Mitigation) Sellwood Riverfront Park, Alternative A noise mitigation should include a noise barrier on the bridge. Local elected/appointed officials did not identify or recommend Alternative A as the preferred alternative.	226
268	Parks and Recreation	(Mitigation) Sellwood Riverfront Park, Alternative A mitigation should include planting additional large native trees. Local elected/appointed officials did not identify or recommend Alternative A as the preferred alternative, so no mitigation would be required.	226
269	Parks and Recreation	(Mitigation) Sellwood Riverfront Park, Alternative A - Remove riprap, control invasives, layback slope and increase width of existing riparian woodlands on west edge of park. Local elected/appointed officials did not identify or recommend Alternative A as the preferred alternative.	226
270	Parks and Recreation	(Mitigation) Sellwood Riverfront Park, Alternative A - Remove 2 acres of the invasive species black locust (<i>Robinia pseudoacacia</i>) in north and east sides of park and revegetate with native oak woodland species. Local elected/appointed officials identified and recommended Alternative D as the preferred alternative, so no mitigation would be applied to this park.	226
271	Parks and Recreation	General comment - BES and PP&R have already started revegetation work at Powers Marine and Willamette Moorage Parks and have sufficient funding to continue invasive plant removal and native revegetation through 2010. In addition, fish enhancement projects have been completed at each park. Therefore, these stated mitigation measures are not appropriate. The mitigation measures have been changed as a result of negotiations with Portland Parks & Recreation and Portland Bureau of Environmental Services. The mitigation would include stream restoration of two streams in Powers Marine Park and culvert replacement at Stephens Creek. This mitigation has been documented in two Agreements.	226
272	Parks and Recreation	General Comment: the quality and quantity of riparian habitat along the west side of the Willamette River at Powers Marine and Willamette Moorage Parks may be underestimated in the site assessment components of the DEIS. The parks' riverine wetlands are dominated by Pacific willow with black cottonwood and Columbia River willow growing on the edges. These willow (<i>Salix</i> spp.) vegetation communities have limited distribution within the City limits. The Oregon Natural Heritage Program has identified Pacific willow shrub swamps as a medium priority ecosystem types for conservation in the Willamette Valley. Although both sites have reed canary grass in the understory, they also still contain patches of native stinging nettle and scattered native shrubs.	226

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		The impacts on the west side have been reduced in the preferred alternative. The project would no longer impact wetlands in the area. The impacts were recalculated for Alternative D Refined because the design was modified to reduce impacts to riparian habitat. The analysts believe the initial assessment of existing habitat is correct.	
273	Parks and Recreation	All alignment alternatives will convert natural area parks to transportation uses. This will result in a loss of functional habitat, vegetation cover, increase impervious surface, and fragmentation of the remaining riparian corridor.	226
		The project would result in the loss of functional habitat and vegetation cover. Stormwater runoff from an increased impervious surface would be treated. Because such runoff is not treated presently, a net improvement in water quality would result. The analysts do not predict increased fragmentation of the remaining riparian corridor. In terms of wildlife corridors, the analysts do not anticipate additional barriers to movement. In the case of Stephens Creek, an existing barrier would be removed and replaced with a crossing that would foster wildlife movement.	
274	Parks and Recreation	Plant Communities and Noxious Weeds (3-164 & 3-165): Please provide plant surveys and wetland delineation information. Where is the location of the proposed impact to the Westside riparian habitat? [see section 3.16.3]	226
		The Biology Technical Report includes detailed maps. This material was judged to be overly detailed for the Draft Environmental Impact Statement (DEIS) discussion. The wetland was very small, and the design was changed in the preferred alternative, Alternative D Refined, to avoid it altogether.	
275	Parks and Recreation	3.16.3 Build Alternatives Section Direct Impacts (3-165-167): Update this section to reflect current revegetation work at Powers Marine and Willamette Moorage Parks by the City.	226
		The section has been updated in this Final Environmental Impact Statement (FEIS).	
276	Parks and Recreation	Update this section as the Stephens Creek Fish Enhancement Project has been completed. The creek banks have been laid back and restored. The hydraulic connectivity between the floodplain of Stephens Creek and the Willamette River has been restored. Also, invasive vegetation has been removed and native species planted within the riparian zone.	226
		Restoration of this area was undertaken during the development of the project. For the preferred alternative, Alternative D Refined, the mitigation has been modified to address the existing railroad culvert and the original proposed culverts associated with moving the access to Willamette Moorage Park. The preferred alternative would move the access further north to minimize conflicts with Stephens Creek and to create greater spacing between the on-ramp to Oregon (OR) 43 and the access road. Mitigation would consist of replacing the existing culvert with a fish-and-wildlife-friendly culvert that would allow passage for these species. Areas disturbed as part of the project construction would be restored.	
277	Typos/Word Changes/Technical but not substantive comments	Update this section to reflect current revegetation work at Powers Marine and Willamette Moorage Parks by the City.	226
		This section has been updated in this Final Environmental Impact Statement (FEIS).	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
278	Biology	Include bald eagle, Cooper's hawk, red-tail hawk and osprey as potentially affected avian species within the project areas on both the east bank and west bank of the river. These species have been included in this Final Environmental Impact Statement (FEIS).	226
279	Parks and Recreation	Amphibian surveys are currently underway at Powers Marine and Willamette Moorage natural area parks. This information has been added to this Final Environmental Impact Statement (FEIS).	226
280	Parks and Recreation	Deer scat has been observed at Powers Marine Park. Deer are noted as a species present in this Final Environmental Impact Statement (FEIS).	226
281	Parks and Recreation	Recent sightings of a roosting pair of peregrines on the under structure of the Sellwood Bridge at the east bank. Revisions have been made to this Final Environmental Impact Statement (FEIS).	226
282	Typos/Word Changes/Technical but not substantive comments	Update the Wildlife Summary call out box. Revisions have been made to this Final Environmental Impact Statement (FEIS).	226
283	Parks and Recreation	(Mitigation) Wildlife passage culverts underneath HWY 43 to allow a connection between uplands and the river. This mitigation was offered during negotiations, but was withdrawn for lack of interest and cost factors. The culvert under the streetcar track would be replaced.	226
284	Process	(Mitigation) PP&R will need to give input on final determination of reasonableness and feasibility during final design of the project. Portland Parks & Recreation (PP&R), which was included in negotiations for mitigation during the refinement of the design of Alternative D as the preferred alternative, has signed an Agreement on mitigation. PP&R will be consulted, as appropriate, during final design.	226
285	Typos/Word Changes/Technical but not substantive comments	No edits suggested but note that "Mitigation planned" (near end of fifth paragraph) will likely be completed as noted above and below. So PP&R is more interested in the use of right-of-way used during construction being returned to park or recreational use, as noted in following sentence. Mitigation has been somewhat revised as the result of meetings and agreements with Portland Parks & Recreation. The text in this Final Environmental Impact Statement (FEIS) has been revised to reflect mitigation agreements. Right-of-way required for the continued maintenance of the facility would remain as Multnomah County or Oregon Department of Transportation (ODOT) property. Where possible, it would be vegetated in keeping with the park vegetation goals where it abuts park property. Any temporary easements used during construction would be fully restored following park vegetation management guidelines.	226

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
286	Typos/Word Changes/Technical but not substantive comments	3.25.1 Past and Present Actions 1996 (3-200) Springwater Corridor Trail east of SE McLoughlin opened in 1996; the segment of Springwater on the Willamette that passes under the Sellwood Bridge opened in 2003; add 2007 Willamette River Water Trail established, water trail guide published.	226
		Revisions have been made to this Final Environmental Impact Statement (FEIS).	
287	Typos/Word Changes/Technical but not substantive comments	3.25.2 Foreseeable Actions revise bullet 8: SE Umatilla Street and SE 19th Avenue at SE Ochoco Street [avoids confusion with only going to SE Ochoco and SE 13th Ave]; revise bullet 15 by adding Sellwood Riverfront Park	226
		The revisions have been made in this Final Environmental Impact Statement (FEIS).	
288	Typos/Word Changes/Technical but not substantive comments	3-206: the portion of Springwater in the study area opened in 2003.	226
		This information has been added to this Final Environmental Impact Statement (FEIS).	
289	Parks and Recreation	3-206, first paragraph. This paragraph does not make sense in light of the proposed impacts to the parks from proposed project. How does this address cumulative effects of the proposed project and other projects such as the trolley on the investments/improvements the City of Portland has already completed to improve the ecological health of these parks?	226
		This section is intended to provide a long view of what has occurred to a location over many years. In this case, the evaluation took European-American occupation of the area as a starting point. Early on, industrial uses consumed the east bank and River View Cemetery owned the west bank. Over the last century, the east bank was partially converted to public park use, as was the west bank. The view that both of these areas were natural areas that have been steadily degraded is inaccurate. However, it is correct to say that the natural area on the west side would suffer an incremental reduction of vegetated area as a result of the project. It is also correct that the recreation facilities would be significantly upgraded, and that more restoration of streams would occur.	
290	Typos/Word Changes/Technical but not substantive comments	First bullet (3-206) the paragraphs describing the west side parks does not adequately address cumulative impacts to the area. Both Powers Marine and Willamette Moorage are natural area parks that are managed primarily for their natural area values with limited passive recreation. The potential 30 percent decrease in parkland and tree canopy and increase in impervious surfaces would adversely impact the fish and wildlife functions of the parks. Also increased visibility and use often adversely impacts wildlife use so increasing the recreation use may not be beneficial to the park. This section needs to address the adverse effects from this project and the proposed trolley on the wildlife functions. PP&R does not manage these parks as hybrid parks like Sellwood Riverfront Park and it is not intending to change the management for this or other projects. (Sellwood Riverfront Park is managed as a hybrid park where the developed portion is managed for active recreation such as the dog off leash area, picnicking, movies, etc.)	226
		The paragraph accurately describes the likely outcome of the project, but did not take note of the negative impacts to the management values of the park. This paragraph has been modified in this Final Environmental Impact Statement (FEIS) to reflect the point in your comment.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
291	Parks and Recreation	Third bullet: add Sellwood Riverfront Park in list for on-going restoration.	226
		This information has been added to this Final Environmental Impact Statement (FEIS).	
292	Typos/Word Changes/Technical but not substantive comments	Add missing bullet that notes that paddling and motorized boating is increasing	226
		This information has been added to this Final Environmental Impact Statement (FEIS).	
293	Typos/Word Changes/Technical but not substantive comments	3.25.4 Visual Resources The retaining wall and rock cuts-could [instead of "would"] soften since it not entirely certain that vegetation will succeed, particularly with 30 - 80' high cuts/walls.	226
		This information has been added to this Final Environmental Impact Statement (FEIS).	
294	Typos/Word Changes/Technical but not substantive comments	3.25.4 Vegetation 1st bullet - Off site mitigation for removal of trees within the project areas does not address degradation to the riparian forest within the project area. This section is not addressing cumulative impacts to the riparian system along this side of the river.	226
		This was addressed under Vegetation in this section on page 3-209 in the Draft Environmental Impact Statement (DEIS). It was addressed comparatively, as well.	
295	Parks and Recreation	2nd bullet - disagree that magnitude of impact is small when already narrow width of riparian habitat is further decreased. How was 150 acres of Westside Riparian vegetation calculated and where is the vicinity this is mentioned?	226
		The analyst calculated Westside Riparian habitat using aerial imagery, measuring the extent of Westside Riparian habitat from the falls at Oregon City to the confluence with the Columbia River, including islands along this reach. To determine the extent of Lowland Conifer-Hardwood Forest within the project area, the analyst used the same methodology. The immediate vicinity included the area uphill of the project, including the forested area of the River View Cemetery. The broader project area included the forested area southwest of the project area and west of Terwilliger Road. This area includes Palatine Hill and Tryon Creek Park.	
296	Parks and Recreation	3rd bullet - How does vegetation in the right of way improve wildlife habitat? What species are targeted for this habitat type? Cite studies that show similar right of way plantings that provide habitat and supports native wildlife.	226
		To wildlife, vegetation replanted in the right-of-way would be indistinguishable from vegetation outside the right-of-way. Smaller birds, mammals, and reptiles would likely use this area, particularly those that use edges of vegetated areas. However, it is acknowledged that some species that are disturbed by human activity are unlikely to use spaces closest to the road. Because this strip is already very narrow, these species are unlikely to inhabit this area now.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
297	Parks and Recreation	4th bullet - the project will impact vegetation restoration completed by the City of Portland. This project will adversely impact these restoration projects within the project area. Needs to be addressed in the cumulative effects.	226
		As the preferred alternative, Alternative D, was revised, the impact to the restored area was reduced. Mitigation negotiated with Portland Parks & Recreation now complements efforts to restore Stephens Creek.	
298	Transportation	The accumulated impact of walls, wider travel lanes, and new driveways makes a substantial impact on connectivity. This needs to be addressed.	226
		While the analysts agree that the amount of total habitat has been reduced, they do not agree that connectivity would be changed. In fact, because there would be a road passage under the interchange and a culvert would be replaced that would allow fish-and-wildlife passage at Stephens Creek, connectivity would be greater than with the existing configuration. In addition, Alternative D Refined would reduce the impact from that presented in the Draft Environmental Impact Statement (DEIS) on the park side of the interchange.	
299	Process	Below are concerns Portland Fire & Rescue has with the EIS and the bridge proposals. Unfortunately, the EIS understates the impact of the current bridge on emergency response, as well as the options identified. Below are issues of the current problems, with desired characteristics following.	227
		This Final Environmental Impact Statement (FEIS) includes additional information.	
300	Typos/Word Changes/Technical but not substantive comments	<p>Issues</p> <ul style="list-style-type: none"> • Presently, use by Fire apparatus is greatly limited. While ambulances can utilize the bridge, Fire Engines may use the bridge for emergency response only, with speed restricted to 15mph. Given the state of the bridge, this is still taking a chance, and only permitted during emergency response. Other Fire apparatus, including Fire Trucks (necessary at all residential and commercial type fires) as well as Heavy Squads and Water Tenders, are unable to use the bridge at any time, due to weight restrictions. This limits not only emergency operations, but also effective day to day operations requiring movement of companies. • This means significantly longer response times for multiple unit responses, including residential fires, commercial fires, major gas incidents, hazardous materials incidents, and any type of specialty rescue in SE or SW. • Due to the above, emergency response times are greatly increased (longer response times negatively affects citizens safety, firefighter safety, property loss, and impact to the environment). • This also negatively impacts emergency response on single unit responses when companies in neighboring areas need to cover for first-in Fire apparatus that are already assigned, affecting the safety issues outlined above, as well as response reliability. 	227
		The emergency services section in this Final Environmental Impact Statement (FEIS) has been revised to reflect this added information. It is likely that a new bridge structure would alleviate these issues.	
301	Typos/Word Changes/Technical but not substantive comments	New bridge or rehabilitated bridge is preferred over No build option (existing conditions)	227
		A new bridge has been identified and recommended as the preferred alternative, Alternative D Refined.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
302	Transportation	<p>Limit closures as much as possible. From an emergency response perspective, ideally, we would like the bridge to be kept open, exercising alternatives (D and E). It is preferable that closures during construction are limited, in exchange for a fully operational bridge in the future.</p> <p>The preferred alternative, Alternative D Refined, would keep the bridge open to traffic during the construction period.</p>	227
303	Transportation	<p>Ideal/desirable curb to curb cross section for emergency vehicles would be 2 lanes in each direction, or 48 ft, plus bike lanes on both sides with sidewalk(s) for pedestrians.</p> <ul style="list-style-type: none"> • This configuration allows: • - traffic to provide right of way to emergency vehicles • - minimizes high risk accidents on the bridge by separating different types of traffic (vehicular, bicycles, pedestrians) • - during an accident on the bridge, ensures higher likelihood of emergency access from either direction • - increases maneuverability and reduces risk of accidents due to less congestion • - accommodates for increasing density • • 36 ft curb to curb would be a minimum to maneuver an emergency vehicle in mixed traffic. • • Due to limited access and water supply issues, request several FDC's to provide water supply on the bridge for response to vehicle fires, hazardous materials or traffic accidents involving pin-ins (high risk/potential of fire during extrication). <p>At its narrowest point, the cross-section of the preferred alternative, Alternative D Refined, would be two 12-foot-wide lanes with 6.5-foot-wide shoulder/bike lanes. On the ends of the bridge, the cross-sections would be three- and four-travel-lanes wide. While not the ideal that was suggested, it would be adequate for the passage of emergency vehicles.</p>	227
304	Right-of-Way	<p>It is unfortunate that condos and business were allowed to be built so close to the bridge in the first place, but since they are there it seems there is no way of avoiding some displacement.</p> <p>All of the Build alternatives studied in the Draft Environmental Impact Statement (DEIS) would displace at least one residential and several commercial properties.</p>	61
305	Typos/Word Changes/Technical but not substantive comments	<p>The Draft Environmental Impact Statement and Draft Section 4(f) Statement for the Sellwood Bridge Project has been reviewed in our role as a cooperating agency. This document is generally adequate for the purposes of our permit authority. Specifically referenced are Table S-4 on page S-22 and page 3-7 where river navigation is discussed. We will supplement this information as needed in our independent evaluation following an application for a bridge permit.</p> <p>Your comment is noted.</p>	72
306	Preference	<p>The industrial age is over and we are now in the informational age – no more polluting our water, air and ground</p> <p>The Draft Environmental Impact Statement (DEIS) considered impacts to the natural environment, including air and water quality, as well as potential impacts to fauna and flora in the area. The water treatment of runoff from the proposed bridge and interchange would be a vast improvement over current conditions, where runoff is untreated.</p>	98

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
307	Typos/Word Changes/Technical but not substantive comments	<i>On Section 3.17 - It would be nice if you could provide a map of the wetland and the proposed impacts. Also state the size of the delineated wetland.</i>	132
		In the preferred alternative, Alternative D Refined, the alignment of the access road has been revised and would no longer impact the wetland. If any of the other alternatives had been preferred, the same modifications would have been made. This means that there would have been no impacts to wetlands under any alternative. The original size of the wetland was approximately 1 acre, of which 0.1 acre would be impacted. A general wetland map has been provided in Section 3.17 of this Final Environmental Impact Statement (FEIS).	
308	Typos/Word Changes/Technical but not substantive comments	<i>The Service supports Alternative C with the through-arch bridge because we believe it has the fewest impacts on the aquatic and terrestrial habitats in the Sellwood Bridge Project area. The Service believes Alternative C best balances the long-term environmental objectives of minimizing habitat removal and disturbance, minimizes the amount of new impervious surface needing stormwater management, and beneficially reduces the amount of bridge structures (number and volume) in the Willamette River which influences fluvial processes and fish passage.</i>	178
		Following identification and recommendation of the preferred alternative, the design of Alternative D was altered so that the two remaining bridge choices rank 1 and 3 in sensitivity to fish habitat when tested against the original designs. Terrestrial impacts have been reduced by eliminating the spiral ramps in favor of bike/pedestrian ramps that would follow the roadway alignment and connect to paths away from the river's edge. Fish and wildlife habitat would be enhanced by the addition of mitigation that would provide stream restoration of two unnamed drainages as off-channel refugia and replace a culvert with a fish-and-wildlife-friendly passage of Stephens Creek.	
309	Typos/Word Changes/Technical but not substantive comments	<i>The Service is interested in the development of a restoration or mitigation plan that compensates for habitats being impacted in a biologically sound and equitable manner. Determining the location, habitat quality and type and the long-term management of sites are important factors the Service wants to remain involved in the for the Sellwood Bridge Project. The Service will continue to work on the alternative specific environmental mitigation items through the CETAS team process.</i>	178
		Mitigation has focused on stream reclamation projects to create off-channel habitat for fish. Two unnamed drainages within Powers Marine Park would be reclaimed, fish passage would be restored to Stephens Creek at the railroad culvert, and any impacts to the existing Stephens Creek restoration project would be mitigated in kind. The National Marine Fisheries Service requires a Biological Assessment for this project. Consultation would be required. There are no U.S. Fish and Wildlife Service-listed species in the project area.	
310	Minor Grammatical and Technical Edits	<i>Table 3.7-1 includes a statement that the Sellwood Riverfront Park has no major events. This would be news to the thousands of people who gather each Monday in July for the Riverfront Classics. This is of considerable importance should Alternative E be selected as the bridge would tower over the event and provide less than suitable accompaniment to the performers on stage as well as being a visual blight from both Spokane St. and the park itself. Table 3.7-1 refers to the Mayer Boys & Girls Club, it should be Fred Meyer.</i>	224
		Text in this Final Environmental Impact Statement (FEIS) has been revised to reflect this information.	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
311	Cultural	<p><i>The report fails to identify the Sellwood Community Center as an historic structure that lies within a block of Tacoma Street. Although the DEIS does an admirable job of describing the current status of Tacoma Street, the Tacoma Main Street plan and the current cut through situation, it fails to address the history of the street and how poorly it functioned as a four lane thoroughfare for transit but how successfully it operated to split this neighborhood. To my mind only the Berlin Wall functioned as efficiently. Meanwhile it was the Main Street plan and the neighborhood's support of it that actually allowed for a greater volume of traffic to negotiate this corridor in a two lane configuration as opposed to a four lane.</i></p>	224
		<p>The Sellwood Community Center is outside the project impact area defined for the historic resources analysis. No physical changes to SE Tacoma Street east of SE 6th Avenue or the Sellwood Community Center would result from the preferred alternative, Alternative D Refined. Impacts to traffic on SE Tacoma Street and in the neighborhood are addressed in Section 3.1 of the Draft Environmental Impact Statement (DEIS).</p>	
312	Process, West Interchange, East Intersection	<p><i>This points out in my mind the most glaring failure of the process. By limiting the scope of the project to 6th Street on the east end and 400 feet on either side of the westside terminus, the citizens task force was forced to deliberate as if what each end of the bridge attached to was of little import. Thus on the east side you wind up with an access road adjacent to the Springwater corridor or an unworkable signalized intersection in order to provide a means to service Oaks Park. On the west end you get "solutions" that involve "parking" cars on a bridge. For whatever reason it appears that the interchange on the west side has taken on a life and cost of its own. Nevermind that it is not the problem for the morning commuter as they will find themselves queued up soon enough at either Taylors Ferry Road or somewhere along Macadam Avenue. And for the evening commuter there is not an interchange possible that will do anything except speed them to a slow motion dance along Tacoma Street. Why spend \$72 million dollars so that you can have two through lanes in each direction on Highway 43? For less than 1% of that amount you could solve a chunk of the evening commute problem. Just shut down the light at the mortuary at 4 pm so that there are no signals between Taylors Ferry and Dunthorpe. It is amazing to me the amount of time and effort that has gone into that westside interchange just to find that nothing functions any better than what is already there. As for the east end, had the CTF had the chance they may have come up with something very elegant such as a bridge that flies over the existing alignment so that no residences or businesses are trashed, allows for 6th Street to be the access road for Oaks Park and eliminates 6th, 7th and 8th Streets as cut through access points to Tacoma. Guess we'll never find out.</i></p>	224

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>Much effort was expended to ensure that interested people had meaningful opportunities to affect the project outcomes. Most of the ideas suggested in your comment were evaluated at some level during development. For example, elimination of the River View Cemetery access at 4:00 p.m. does not reduce the need for a signal at that location to allow the westbound-to-southbound ramp users to gain access to Oregon (OR) 43 (SW Macadam Avenue) southbound. However, elimination of the cemetery's direct access onto OR 43 would be part of the preferred alternative, Alternative D Refined. That access would be relocated so that the movement on OR 43 would not be impeded. Various touchdown points and access schemes were also evaluated on the east end of the project. The need to provide at-grade access to businesses that front on SE Tacoma Street, to have acceptable gradients on the bridge approach, and to meet the existing grade at certain points all control the design and elevation of the bridge. The proposed interchange was designed to address many existing problems. These problems include the inability for bus riders to transfer; the poor connections for bicyclists traveling north, south, and west; and the future connection to a streetcar station below.</p> <p>Some of the issues you raise are better addressed in broader planning processes where whole areas and networks are evaluated, and broader solutions are on the table. These types of planning studies consider which mix of modal solutions best addresses the problems, and the extent to which land use changes or operational improvements to existing facilities can address the problems. Once a project emerges from a plan as a development project, the solution type has usually already been identified, and the termini of the project have been determined.</p>	

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
314	Process, Minor Grammatical and Technical Edits, Preference	<p><i>In reviewing the complete EIS I noted that the East Side Study Area was a very small portion of the greater Sellwood-Westmoreland community. The EIS defines the study area and then applies its economic impacts only on the study area—Section 3.6.1 on page 3.71—and notes that further analysis is available in the Economic Technical Report. I obtained that report and quickly discovered that indeed the East and West side study areas were very narrowly defined. The reasoning for this seems to be that since the new bridge will not add additional vehicular capacity there will be only narrow economic changes once an alternative is selected and the bridge is complete. This small study area is illustrated in Figure 4.1 of the Economic Technical Report and in the discussion on page 3-2. The problem is that this line of reasoning is in error when discussing the impacts of the bridge closure because there are no alternative routes across the river for 2.5 miles to the North and 8 miles to the south. This, by definition is a very broad impact area, but in the Technical Economic Report this is ignored because the initial study area is so narrowly defined. There are two questions regarding the economic impacts of the closure: 1) How big will the impacts be on the affected businesses, and 2) Over what area will the impacts occur? My opinion is that the Technical Economic Report answers the first question correctly as discussed in Table 5-1. Ranges of 15% to 35% declines in gross sales sound frightening, but probable. The second question is too narrowly defined in the study and the results are accordingly understated. On page 4-5 of the Economic report it states that there are 93 businesses in the economic study area employing 859 people. My question is what would those numbers be if the economic study area including all of Sellwood and Westmoreland?; or inner SE Portland from Holgate to upper Milwaukie? I think the Technical Economic Report approach of establishing Tier 1 through Tier 3 businesses is correct; however the area covered should be much, much larger. Stars Antiques, Tilde, Spielworks, American at Heart, Caprial's Bistro, Haggis McBaggis, Springwater Grill, St. Maine, Justin & Burks, Tres Fabu, Hash, and many other specialty retailers and restaurants draw customers to Sellwood-Westmoreland from the entire Portland metro area. Of the limited list named above, only two are included in the reports established study area. In my personal experience at my The UPS Store I have neighborhood customers, pass-through customers, and customers who have discovered my services while visiting the Sellwood-Westmoreland shopping area. As a result approximately 20% of my customers are from a zip code that is not 97202. Finally, many of these businesses have already experienced one bridge closure when the Bybee overpass was rebuilt and remember the severe impacts of that smaller project. For the Bybee crossing alternative crossings of 99E and the railroad tracks were available on Holgate St. and Johnson Creek Rd. In the case of the Sellwood Bridge the alternative crossings of the Willamette River are 2 ½ miles and 8 miles away. This means, under a bridge closure that travel patterns will be widely disrupted over a very large area, with corresponding economic disruptions.</i></p>	225

Thank you for sharing your experience. Local elected/appointed officials agreed that long-term bridge closure would have a large negative economic effect on the community. This factor was key in their identification and recommendation of Alternative D Refined as the preferred alternative. The text of this Final Environmental Impact Statement (FEIS) has been revised to generally reflect your point about the potential for more widespread economic impacts outside the immediate project vicinity.

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
315	Preference	<p>Only Alternatives B (with detour bridge), D and E provide for keeping the bridge open during construction. In my opinion this is a fatal flaw for the no-build and other alternatives.</p> <p>A temporary detour bridge was an option with all the alternatives that required long-term bridge closure during construction (that is, Alternatives A, B, and C). Both Alternatives D and E required no long-term bridge closure. Local elected/appointed officials agreed that long-term bridge closure was unacceptable. This was a key factor in the identification and recommendation of Alternative D as the preferred alternative.</p>	225
316	Preference	<p>The new Sellwood bridge piers and foundation should be based on bedrock. The river's edge is vulnerable to liquefaction and since major arteries of transportation cross the river it is necessary that the bridges built from now on are adhered to bedrock for stability.</p> <ol style="list-style-type: none"> 1. The need for our bridges to be on bedrock is due to earthquake risk in the liquefaction zone that is prevalent along the river. 2. Address underlying issues. The project should address the underlying issues of structural adequacy, safety, seismic stability and, to the extent possible in this constrained corridor, capacity. The Alliance continues to believe that this facility is and will continue to be part of an important commuter and freight facility and its design should reflect that fact. <p>The bridges would be founded on piles driven into bedrock. The preferred alternative is a new bridge, which would be designed to present day seismic standards. A through geologic evaluation would be performed on the design, and on geo-technical treatments proposed for the slide area.</p>	166, 221
317	Cost /Funding	<p>The open house very informative since I had the chance to ask engineers about what has to be done on the bridge.</p> <ul style="list-style-type: none"> • Phasing also makes more sense after a small economic discussion, <p>Phasing will depend on the availability of funding when the decision to proceed with construction is made.</p>	187
318	Bike/Pedestrian	<p>Table 3.2-6: the east intersection in this option would impact bicyclists and pedestrians by adding more traffic to the bicycle boulevard on SE Spokane. It is a key access point for pedestrians and cyclists using Springwater Corridor and Sellwood Riverfront Park</p> <p>The preferred alternative, Alternative D Refined is not expected to increase traffic on SE Spokane Street over what would occur with the No Build Alternative.</p>	226
319	Visual	<p>Table 3.11-1 Summary of Alternatives by Differentiating Visual Resources Impact: Significant east-side visual change? A change to yes as second bridge will make a visual impact.</p> <p>This Final Environmental Impact Statement (FEIS) has been revised to reflect your comment.</p>	226

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
320	Preference	<p>Based on that participation, and our experience with bicycle and pedestrian traffic on the other Willamette River bridges, any cross section must include at least 12 feet on each side (24 feet combined total) for a shared bicycle/pedestrian path in order to meet future use projections and provide the best experience for current users. In addition to the minimum width requirement, the new facility must also provide a carfree connection to the Willamette Greenway Trail.</p> <ul style="list-style-type: none"> Of the 5 alternatives currently being compared in the Draft Environment Impact Statement (DEIS), we recommend Alternatives A or D for final selection as the locally preferred alternative. Furthermore, we strenuously oppose the facilities proposed in Alternatives B, C and E as they are all too narrow and have a variety of corollary problems related to safety, security, maintenance, transient activity and lack of intuitive design. 	129
		<p>The bicyclist/pedestrian community and local elected/appointed officials supported your recommendations in the identification of Alternative D Refined as the preferred alternative. The preferred alternative cross-section would incorporate two 12-foot-wide shared-use paths on each side of the bridge, as well as car-free connections to the Willamette Greenway Trail.</p>	
321	Cost/funding	<p>The approximately \$54 million price-tag raises several relevant concerns. The current lack of transportation funding has resulted in the creation of many plans and designs that are languishing due to lack of funding, and nothing indicates that the Sellwood Bridge bicycle and pedestrian facility would not fall prey to the same conditions. It is possible that if a separate facility is chosen, it could be subject to a different funding scenario and may not ever identify a funding source. The bicycle/pedestrian only facility should be built first, or if the auto bridge must be built first, that project must also fund the bicycle/pedestrian facility.</p>	129
		<p>Local elected/appointed officials identified and recommended Alternative D Refined as the preferred alternative, in part, to assure that bicycle and pedestrian facilities were delivered at the same time as the new bridge for motorized vehicles.</p>	
322	Preference	<p>COMBINING ELEMENTS IN THE DEIS</p> <ul style="list-style-type: none"> A concept for a design based on a combination of elements has emerged from conversations with the Citizen Task Force, Program Advisory Group, and Bicycle and Pedestrian Working Group. The concept is a variant of Alternative A, and includes a proposal to build a new bridge, rather than rehabilitate the current bridge. The new bridge would have two vehicle lanes plus shoulders, and a separate bicycle/pedestrian bridge. All three groups have requested cost estimates for this plan, but figures may not be available until after the close of public comment on the DEIS. We recommend continued evaluation of this proposal to determine if the cost issues can be removed. The Bicycle Transportation Alliance is a statewide non-profit organization that works to open minds and roads to bicycling. We represent bicyclists and the bicycle industry with over 5000 members in Oregon and SW Washington, and have seventeen years of experience in bicycle engineering, planning, education and advocacy. Thank you for the opportunity to comment on this important project for the city and the region. 	129

TABLE I-1
Responses to DEIS Comments

ID	Category	Comment / Response	Commenter IDs
		<p>Following the December 10, 2008, public hearing and review of public and agency comments, the Community Task Force (CTF) explored a number of hybrid options, including the one described in your comment. Project staff prepared impact analyses for key variables of the hybrid options, including cost estimates. The cost of this option was similar to that of Alternative D. However, the CTF preferred Alternative D because most comments from bicyclists and pedestrians indicated a preference for bicycle and pedestrian facilities located adjacent to motorized vehicle facilities. The bicyclists and pedestrians noted that the presence of motorists would provide for greater security than facilities isolated from this passive surveillance. In addition, construction of a replacement bridge on the site of the existing bridge would have required long-term bridge closure during construction unless a temporary detour bridge were constructed. The CTF and local elected/appointed officials concluded that long-term bridge closure would cause unacceptable impacts to the community and that construction of a temporary detour bridge would not be an effective use of resources and would create impacts that could be avoided with Alternative D. The hybrid option, with a temporary detour bridge, would result in more adverse impacts to natural resources and east-side park facilities than those with Alternative D.</p>	
327	Utilities	<p>Many itemized comments related to potential utility impacts and referring to Sections 2.2.2 (Build Alternatives), 2.3 (Construction Activities), 3.1.1 (Transportation Affected Environment), 3.12.3 (Geology Build Alternatives Environmental Consequences), and Appendix G (Summary of Mitigation and Environmental Commitments).</p>	247
		<p>Thank you for this information on potential utility impacts. Multnomah County will work with the Portland Water Bureau in the review of proposed water system impacts and mitigation as the design of the selected preferred alternative progresses and as more detailed design information becomes available.</p>	
328	Right-of-Way	<p>380 SE Tacoma St, the Sellwood Building, is identified as an East-side impact displaced building in Figure 3.3-3, Figure 3.3-4, Figure 3.3-5, Figure 3.3-6, and Figure 3.3-7, but there is no commentary offered regarding this displaced building.</p>	247
		<p>The displaced building is discussed in the "Impacts and Mitigation Common to All Build Alternatives" section on page 3-49 of the Draft Environmental Impact Statement (DEIS).</p>	
329	Utilities	<p>In the second sentence of the second bulleted item in the first column of this page, the size of one of the existing water lines parallel to OR 43 is listed as 32 inches. The correct number is "36" inches.</p>	247
		<p>This correction was made in this Final Environmental Impact Statement (FEIS).</p>	
330	Utilities	<p>In the "Mitigation" paragraph, it is stated that "Impacted Utilities would be replaced, reconstructed, or realigned." It should also be stated that the Sellwood Bridge Project will bear the cost for all required public water facility relocation and mitigation.</p>	247
		<p>The text to address this comment was added to this Final Environmental Impact Statement (FEIS).</p>	
331	Utilities	<p>The PWB would be interested in seeing a breakdown of the estimated costs listed by impacted utility. For example, what percentage of the \$2.87 million estimated for utility relocation in Alternative A is identified as being required for water system mitigation?</p>	247
		<p>The Utilities Technical Memorandum provides a breakdown of utility costs for each alternative. These estimates are preliminary. During final design, after a preferred alternative is selected, utility impacts will be estimated more accurately.</p>	

TABLE I-2
Commenters by Commenter ID

ID ^a	Name
48	Blair Kramer
49	John Shurts
50	John Tipton
51	Chelsea Bianchi
52	John Russell
53	Derek Holmgren
54	Chris Pheil
55	Doug Prentice
56	Diane Howieson
57	Diane Howieson
58	Dan Pence
59	Clifford Colvin
60	Daniel Kaufman
61	Sharon Marcus
62	Jim Larpenteur
63	John Lattig
64	Thomas Walsh
65	Clarke Balcom
66	Jim Rech
67	Don Henderson
68	Roland Haertl
69	Wayne Skall
70	Zephyr Moore
71	Philip Haynes
72	Austin Pratt
73	Robert E. and Lucy Wiegand
74	Peter Sweet
75	Ed Murphy
76	Renee Moog
77	Bob and Kristin Howell
78	Sue Conachan
79	Charles Tindall
80	Mark Scherzinger
81	Mr. Clopton
82	Mary and Gene Saylor
83	Kenneth Ruecker
84	Richard Poulton
85	Harriet Leshar
86	Emory Powell
87	Karen Ripplinger
88	Robert Peterson
89	Patricia Powell
90	Steven DeMonnin
91	Tyler Havener
92	Judith Brock
93	Judith (Mrs. Richard H.) Brock
94	Jamie Strohecker
95	Blair Campbell
96	Fred Nomura
97	Dee Poth
98	Rolph B. Fuhrman
99	Cherie Nomura
100	David Noble
101	Daniel Houf
102	Joan Beckley
103	Greg Ripplinger
104	Magdalena Valdivigso
105	Monika DeBrakeleer
106	Hazel Gonsalves
107	William Danneman
108	Mary Anderson
109	Martha Richards
110	Del Scharffenberg
111	Patti Shmilenko
112	Mark Romanaggi
113	Peter Pellegrin
114	Laura Miller
115	Lorraine Fyre
116	Matthew Galaher
117	Lois and Marty Coplea
118	Wendi Tucker
119	Amy Maki
120	Leah Verwey
121	Emily Harris
122	Beth Woodward
123	Jean Elyse Gilbert
124	Roz Roseman
125	Priscilla Downing
126	Bradley Heintz
127	Martha Mattus
128	Margery Howie
129	Emily Gardner
130	John Holmes
131	Ariel Smits
132	Nicole Navas
133	Cordell Hull
134	Loulie Brown
135	John Wold
136	Cathy Prentice
137	Tom Wakeling
138	Scott Rozell
139	Maggie Jarman
141	Mike LaTorre
142	Reba Tobey
143	Jim Longwill
144	Tony Dal Molin
146	Paul Notti
147	Tom Edwards
148	Cindy Anderson
149	Shanta Calem
150	Jan Dockstader
151	Sheila Catterall
152	Lance Lindahl
153	Claudia Hutchison
154	Brad Hathaway
155	David Collins
156	Sheila Strachan
157	Mike Coyle
158	Christie Glynn
160	Joan Beckley
161	Stan Scotton
162	Frank Winicki
163	Eric Miller
164	Dorene Petersen
165	Kathleen P. Holahan
166	Bernie Bottomly
167	Dick Springer
168	Miriam Nolte
169	Sanford Rome
170	Kate MacCready
171	John Gillam
171	Mauricio Leclerc
172	Tom Armstrong
173	Alan Mela
174	Bob Akers
175	Zari Santner
176	Erin Hayes
177	Greg Olson
178	Paul Henson
179	Michael Brodeur
180	Julie Weis
181	Dee Horne
183	Barbara Sloop
184	Michael Crean
185	Jim Friscia
186	Dustin Posner
187	Adam Barka
188	Jim Brick
189	Thomas J. Walsh
191	Claudia Martinez
192	Jerome and Judith Partch
193	Wayne Skall
194	Dee Poth
195	Gerald Fox
196	Martha Irvine
197	C. Clark Leone
198	G. Livingston
199	Richard Atiyeh
200	Victor Christiansen
201	Lois and Marty Coplea
202	Robert Ehni
203	Anne Darrow
204	Mary King
205	Jerry Renfro
206	Donaldina Yim
207	Margaret Foster
208	Steve and Megan Adkins
209	Marychris Mass
210	Mary Vaillancourt
214	James Larpenteur
215	Allen and Mary Lou Dobbins
216	Alice Duff
217	Greg Meyer
218	Linda Cahan
219	David Parsons
220	Christine Donnelly
221	Patty Rueter
222	Joel Grayson

TABLE I-2
Commenters by Commenter ID

ID ^a	Name
223	Douglas R. Allen
224	Pat Hainley
225	Joel Fields
226	Emily Roth
227	Erin Janssens
246	Jennifer Goodridge
247	Cherri Warnke

^a The numbering system used for the individuals begins with 48 because the identification numbers could not be reset after the initial 47 “practice” items were entered into (and deleted from) the software database. Other inconsistencies relate to data entry errors.

TABLE I-3
Information about the Commenters Organized by Last Name

Name (Commenter ID ^a)	Organization or Affiliation (if applicable)	How Received	Consolidated Comment ID
Steve and Megan Adkins (208)		Mail In	23, 35, 48, 57, 65, 81, 82, 85
Bob Akers (174)	40-Mile Loop Land Trust	Mail In	75, 133
Douglas R. Allen (223)		Mail In	35, 103
Cindy Anderson (148)		Web Site	39
Mary Anderson (108)		Open House	81, 108
Tom Armstrong (172)	Portland Bureau of Planning	Mail In	33, 120, 125, 127, 129, 131, 157
Richard Atiyeh (199)		Mail In	20, 160
Clarke Balcom (65)		Web Site	18, 19, 23, 24, 74
Adam Barka (187)		Web Site	6, 44, 49, 50, 50, 52, 52, 55, 56, 94, 161, 317
Joan Beckley (102)		Open House	14, 37
Joan Beckley (160)	Riverpark Homeowners Assoc.	Web Site	14, 20, 37, 81
Chelsea Bianchi (51)		Web Site	11
Bernie Bottomly (166)	Portland Business Alliance	Web Site	2, 7, 9, 11, 34, 39, 40, 47, 82, 94, 96, 316
Jim Brick (188)	Oregon Department of Fish and Wildlife	Mail In	34, 145, 146, 147, 148, 159, 200, 201, 202, 203, 204, 205, 206, 208, 209, 210, 211, 212
Judith Brock (92)		Web Site	20
Judith (Mrs. Richard H.) Brock (93)		Web Site	20
Michael Brodeur (179)	Sellwood Medical Clinic	Web Site	13
Loulie Brown (134)		Web Site	4
Linda Cahan (218)		Web Site	79
Shanta Calem (149)		Web Site	117, 119
Blair Campbell (95)		Web Site	19
Sheila Catterall (151)		Web Site	21
Victor Christiansen (200)		Mail In	20
Mr. Clopton (81)		Web Site	109
David Collins (155)		Web Site	162, 163
Clifford Colvin (59)		Web Site	6
Sue Conachan (78)		Web Site	113
Lois and Marty Coplea (117)		Mail In	13, 138
Lois and Marty Coplea (201)		Mail In	25, 27, 114
Mike Coyle (157)		Web Site	1, 65, 84
Michael Crean (184)		Web Site	94, 115
Tony Dal Molin (144)		Web Site	116, 117
William Danneman (107)	South Portland Neighborhood Association	Open House	123, 127, 132
Anne Darrow (203)		Mail In	20
Monika DeBrakeleer (105)		Open House	36, 66, 117, 156
Steven DeMonnin (90)		Web Site	6, 28, 52, 55, 66
Allen and Mary Lou Dobbins (215)		Mail In	13, 17, 18, 21, 111, 139
Jan Dockstader (150)		Web Site	62
Christine Donnelly (220)		Web Site	21, 81
Priscilla Downing (125)		Web Site	20, 49
Alice Duff (216)		Web Site	1
Tom Edwards (147)	Daimler Corp	Web Site	67
Robert Ehni (202)		Mail In	20
Joel Fields (225)	The UPS Store	Mail In	9, 18, 27, 83, 162, 163, 314, 315
Margaret Foster (207)		Mail In	14, 15, 16, 17, 18, 21, 23, 25, 26, 81
Gerald Fox (195)		Mail In	31, 43, 53, 79, 86, 94, 127
Jim Friscia (185)	SMILE	Web Site	34, 38, 43, 83
Rolph B. Fuhrman (98)		Mail In	14, 35, 136, 306

TABLE I-3
Information about the Commenters Organized by Last Name

Name (Commenter ID ^a)	Organization or Affiliation (if applicable)	How Received	Consolidated Comment ID
Lorraine Fyre (115)	Oaks Pioneer Church	Open House	29
Matthew Galaher (116)		Open House	83, 84, 96, 124
Emily Gardner (129)	Bicycle Transportation Alliance	Web Site	50, 64, 65, 67, 131, 320, 321, 322
Jean Elyse Gilbert (123)		Web Site	11, 20
John Gillam (171)	Portland Bureau of Transportation	Mail In	43, 58, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188
Christie Glynn (158)		Web Site	135
Hazel Gonsalves (106)		Open House	17, 21, 23, 134, 167
Jennifer Goodridge (246)	Portland Bureau of Environmental Services	Mail In	144, 152, 153, 154
Joel Grayson (222)	Maylie & Grayson	Mail In	21, 81, 81, 134
Roland Haertl (68)	Haertl Development / Consulting	Web Site	45
Pat Hainley (224)		Mail In	310, 311, 312, 313
Emily Harris (121)		Web Site	4, 28, 34, 71, 81, 82, 83, 121, 126
Brad Hathaway (154)		Web Site	7, 11, 28, 43, 70, 74, 89
Tyler Havener (91)	Resonant Media Co	Web Site	84
Erin Hayes (176)		Web Site	117, 119
Philip Haynes (71)		Web Site	97
Bradley Heintz (126)		Web Site	121
Don Henderson (67)		Web Site	13, 31
Paul Henson (178)	U.S. Fish and Wildlife Service	Mail In	46, 309
Kathleen P Holahan (165)		Web Site	13, 22, 23, 26
John Holmes (130)		Web Site	13, 21, 24, 27
Derek Holmgren (53)		Web Site	164
Dee Horne (181)		Web Site	11, 84
Daniel Houf (101)	Harper Houf Peterson Righellis Inc.	Open House	9, 28, 48
Bob and Kristin Howell (77)		Mail In	14, 15, 17, 18, 22, 23, 27
Margery Howie (128)		Web Site	20
Diane Howieson (56)		Web Site	130
Diane Howieson (57)		Web Site	88
Cordell Hull (133)	TriMet	Web Site	18
Claudia Hutchison (153)		Web Site	30
Martha Irvine (196)		Mail In	20
Erin Janssens (227)	Portland Fire & Rescue	Mail In	299-303
Maggie Jarman (139)		Web Site	34, 60, 67
Daniel Kaufman (60)		Web Site	41, 99
Mary King (204)		Mail In	7, 10, 11, 29, 29, 29, 43, 52, 54, 55, 62, 64, 66, 68, 77, 83, 162
Blair Kramer (48)		Web Site	6, 49, 51
James Larpenteur (214)		Mail In	14, 15, 17, 21, 21, 22, 23, 27, 99, 100, 104, 112, 134
Jim Larpenteur (62)	Sellwood Harbor	Open House	104, 112
Mike LaTorre (141)		Web Site	132
John Lattig (63)	Sellwood Harbor Condo Association	Open House	15, 17, 99, 134, 139
Mauricio Leclerc (171)	Portland Bureau of Transportation	Mail In	43, 58, 170, 171, 172, 173, 174, 175, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188
C. Clark Leone (197)		Mail In	20, 31
Harriet Leshar (85)	River View Cemetery Plot Owner	Web Site	20
Lance Lindahl (152)	Brooklyn Action Corps	Web Site	84
G. Livingston (198)		Mail In	20
Jim Longwill (143)		Web Site	8, 11, 28, 39, 52, 60, 82, 97, 140
Kate MacCready (170)		Web Site	67, 78
Amy Maki (119)	Sellwood Playgroup Association	Web Site	117
Sharon Marcus (61)		Web Site	10, 11, 111, 304

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Information about the Commenters Organized by Last Name

Name (Commenter ID ^a)	Organization or Affiliation (if applicable)	How Received	Consolidated Comment ID
Claudia Martinez (191)		Mail In	7, 11, 20
Marychris Mass (209)		Mail In	28, 31, 53, 86, 98
Martha Mattus (127)		Web Site	90, 91
Alan Mela (173)		Mail In	141
Greg Meyer (217)		Web Site	12, 17, 28, 52
Eric Miller (163)	Sellwood Playgroup Association	Web Site	34, 106, 107, 117, 119
Laura Miller (114)		Open House	23, 26, 84
Renee Moog (76)		Web Site	122
Zephyr Moore (70)	One Earth Society	Web Site	101
Ed Murphy (75)	Sellwood Harbor	Web Site	13, 17, 22, 23
Nicole Navas (132)	Oregon Department of State Lands	Web Site	307
David Noble (100)	River View Cemetery Association	Open House	20, 81, 84, 131
Miriam Nolte (168)		Web Site	21, 81
Cherie Nomura (99)		Mail In	13, 21, 23, 103, 135
Fred Nomura (96)		Mail In	16, 17, 21, 22, 23, 44, 103
Paul Notti (146)	Sellwood Moreland Improvement League	Web Site	29, 117, 119
Greg Olson (177)	Multnomah County Bicycle and Pedestrian Advisory Committee	Mail In	66, 75, 77, 88, 94, 133
David Parsons (219)		Web Site	155
Jerome and Judith Partch (192)		Mail In	20
Peter Pellegrin (113)		Open House	6, 45, 62, 96, 121
Dan Pence (58)		Web Site	39, 64, 83, 109
Dorene Petersen (164)		Web Site	14, 17, 18, 22, 82, 95, 138
Robert Peterson (88)		Web Site	33, 44, 49, 60, 66
Chris Pheil (54)		Web Site	6, 59
Dustin Posner (186)		Web Site	4, 29, 66, 69
Dee Poth (97)		Mail In	14, 15, 16, 17, 19, 21, 22, 23, 24, 25, 134, 135, 139, 142
Dee Poth (194)		Mail In	14, 27, 102, 103, 104
Richard Poulton (84)		Web Site	81, 134
Emory Powell (86)		Web Site	14, 16, 18, 43, 47, 49, 94, 108, 108
Patricia Powell (89)	RiverPark	Web Site	31, 81, 108
Austin Pratt (72)	US Coast Guard	Mail In	305
Cathy Prentice (136)		Web Site	27, 112
Doug Prentice (55)		Web Site	31, 86
Jim Rech (66)		Web Site	14, 23, 25, 44, 109
Jerry Renfro (205)		Mail In	6, 46, 49, 51, 52, 54, 58, 63, 64, 80, 83, 95
Martha Richards (109)		Open House	48, 52, 64, 68, 70, 75
Greg Ripplinger (103)	The Silver Lining Clothing Co.	Open House	9, 67, 69
Karen Ripplinger (87)	The Silver Lining Clothing Co.	Web Site	84
Mark Romanaggi (112)		Open House	6, 67
Sanford Rome (169)	Theresa Terrace Apartments	Web Site	105
Roz Roseman (124)		Web Site	11, 60, 86
Emily Roth (226)	Portland Parks & Recreation	Mail In	149, 207, 213-298, 318, 319
Scott Rozell (138)		Web Site	67, 75, 76
Kenneth Ruecker (83)		Web Site	31, 110
Patty Rueter (221)	Portland Office of Emergency Management	Mail In	316
John Russell (52)		Web Site	9, 11, 62, 63, 76, 86
Zari Santner (175)	Portland Parks & Recreation	Mail In	33, 48, 69, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199
Mary and Gene Saylor (82)		Web Site	32, 46, 48, 76, 96
Del Scharffenberg (110)		Open House	6, 36, 49, 53, 69, 131

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Information about the Commenters Organized by Last Name

Name (Commenter ID ^a)	Organization or Affiliation (if applicable)	How Received	Consolidated Comment ID
Mark Scherzinger (80)		Web Site	1, 5, 6, 13, 28, 34, 45, 49, 58, 62, 92, 93
Stan Scotton (161)		Web Site	31, 133
Patti Shmilenko (111)		Open House	23, 23, 81, 86, 109
John Shurts (49)		Web Site	38
Wayne Skall (69)		Web Site	81, 143
Wayne Skall (193)		Mail In	23, 81
Barbara Sloop (183)		Web Site	13, 13, 17, 119
Ariel Smits (131)		Web Site	32
Dick Springer (167)		Web Site	35, 35, 77, 86, 100, 102, 118, 126, 149
Sheila Strachan (156)		Web Site	106, 108, 112
Jamie Strohecker (94)		Web Site	20, 160
Peter Sweet (74)		Web Site	87
Charles Tindall (79)	Blue Line Transportation	Web Site	40, 94
John Tipton (50)		Web Site	23, 165
Reba Tobey (142)	Sofas By Design	Web Site	84
Wendi Tucker (118)		Web Site	20
Mary Vaillancourt (210)		Mail In	31
Magdalena Valdivigso (104)		Open House	9
Leah Verwey (120)	Campbell Salgado Studio, Inc	Web Site	9
Tom Wakeling (137)		Web Site	8, 9, 11, 28, 33, 81, 135, 137, 143
Thomas Walsh (64)		Open House	165
Thomas J. Walsh (189)		Mail In	6, 42, 47, 57, 107, 116, 126, 150, 158, 165, 166, 167, 168, 169
Cherri Warnke (247)	Portland Water Bureau	Mail In	327, 328, 329, 330, 331
Julie Weis (180)		Web Site	9, 14, 84, 84
Robert E. and Lucy Wiegand (73)	Sellwood Harbor	Mail In	15, 18, 23, 24, 27
Frank Winicki (162)	West Linn/Wilsonville School District	Web Site	116, 117
John Wold (135)		Web Site	84
Beth Woodward (122)		Web Site	10, 69, 128
Donaldina Yim (206)		Mail In	20

^a The numbering system used for the individuals begins with 48 because the identification numbers could not be reset after the initial 47 “practice” items were entered into (and deleted from) the software database. Other numeric gaps relate to data entry errors.

