



# Online Open House – Design Features, Project Funding

## Overview

An online (website only) open house was available on the Sellwood Bridge Project website from August 10 - 22, 2011. The open house page was visited around **4,100** times by approximately **2,700** separate computers (visitors). **242** comments were received and posted publicly on the website “feedback walls”, and **204** respondents filled out an online comment form.

The purpose of the online open house was to:

- Provide an update of progress since last summer;
- Present possible design features;
- Present updated information on financing; and
- Solicit feedback from the public on design features and ideas for moving forward given the funding shortfall.

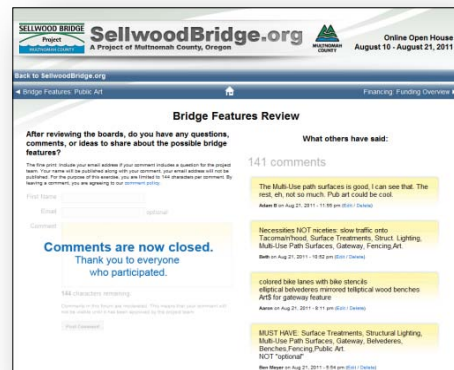
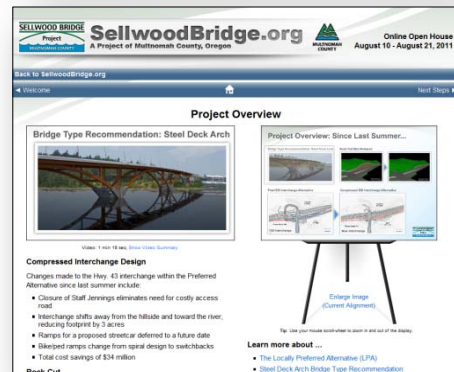
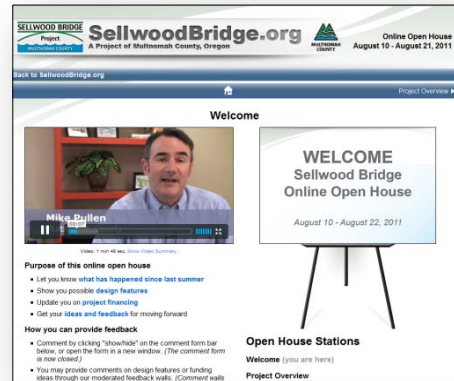
To date, there have been seven public open houses. This online open house provided a longer duration for interested parties to view information and comment on elements of the project from the convenience of any location.

The online open house was publicized through two emails to the 5,000+ address interested parties list. The open house was also announced through the project website, local media, the bridge banner and interest group websites and blogs.

## Open House Structure

Visitors to the online open house were welcomed with an introductory video from Multnomah County Public Affairs Manager Mike Pullen. Mike gave a brief summary of the project status, the purpose of the online open house, and a tutorial on navigating the open house displays and information and sharing comments.

After the Welcome and Introduction, project



information was shared through explanatory videos and interactive display boards at the following "stations". The videos featured either members of the project team or the Community Advisory Committee. Depending on the station, the videos were viewed between 400 and 1,700 times each. Participants were also able to zoom in or download display boards for extra detail.

## Stations

### Project Overview

- Current Status (*Video of Mike Pullen.*)
- Next Steps (*Video of Mike Pullen.*)
- Calendar of Upcoming Activities

### About the Contractor, Shoofly Bridge

- Meet the Contractor (*Video of CM/GC contractor Larry Gescher.*)
- Shoofly Detour Bridge Animation (*Animation provided by Slayden/Sundt.*)

### Bridge Features

- Features Overview (*Video of bridge architect Ricardo Rabines.*)
- Structural Surface Treatments (*Video of Ricardo Rabines.*)
- Structural Lighting (*Video of Ricardo Rabines.*)
- Multi-Use Path Surface Treatments (*Video of CAC Member Richard Marantz.*)
- Pylons and Gateways (*Video of CAC Member Heather Koch.*)
- Belvederes (*Video of CAC Member Scott Thayer.*)
- Benches (*Video of CAC Member Laura Jackson.*)
- Fencing (*Video of Ricardo Rabines.*)
- Public Art (*Video of Mike Pullen.*)
- Comments on Bridge Features (*Feedback Wall to post and view public comments.*)

### Financing

- Funding Update (*Video of Mike Pullen.*)
- Cost Saving Ideas (*Feedback Wall to post and view public comments.*)

## Comments

### Summary

Visitors were asked to comment directly on design features and funding ideas through moderated "feedback walls," which would be posted for the broader public to view after being reviewed. Sixteen comments were not posted for public viewing because they violated one or more aspects of the website's public comment policy or did not respond to requests for content clarification. These comments are listed with the other comments in the appendix to this document. Other visitors chose to complete an online comment form, which asked about where they lived, how they used the bridge, and about their priorities for each of the design features.

While the online open house was active, participants provided feedback through 204 comment forms, 242 feedback wall comments, and 29 email messages. All of these comments are included in this document and have been sorted by topic.

Personal opinions varied - both pro and con - regarding the proposed design elements. Generally, the features were felt to be essential or at least desirable by a majority of respondents, though there was an underlying theme emphasizing simplicity and pragmatism in the approach to enhancing the bridge.

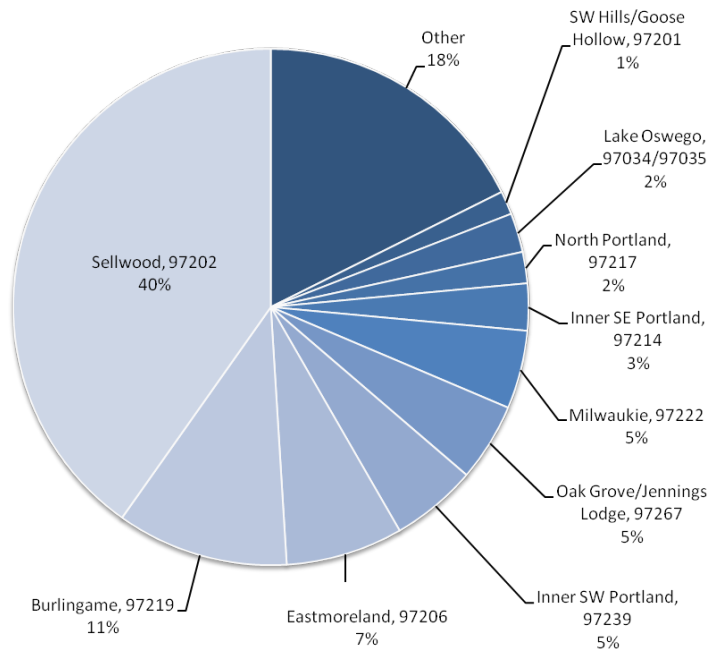
Most of the ideas for additional bridge funding focused on tolling or ways to make up the current shortfall without additional cost to Multnomah County.

## Comment Form Summary

**Question:** What is your zip code?  
(Required.)

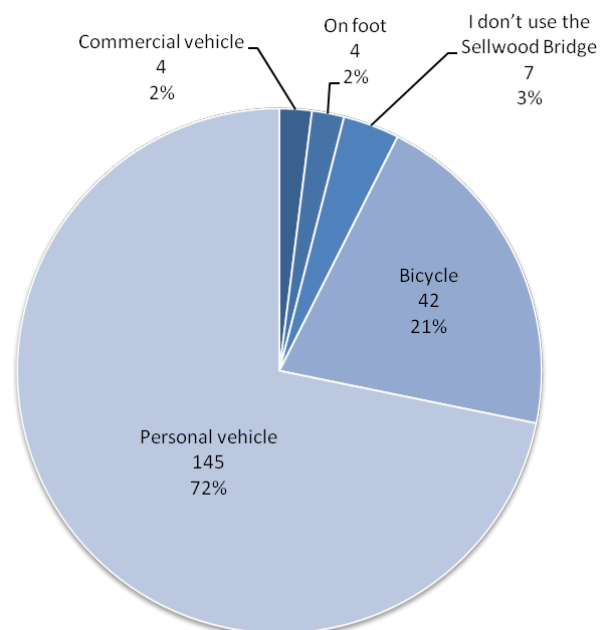
**Observations:** Of the completed comment forms, 82 responses were from the 97202 zip code. These respondents were less likely to pick a feature as unimportant or unnecessary. Otherwise, these responses paralleled the plurality for other questions for all respondents.

**Exceptions:** A plurality of non-97202 respondents felt that belvederes were desired, but not essential, while the plurality of 97202 respondents felt that they were essential. A plurality of non-97202 respondents felt that benches were not important or unnecessary; while 97202 respondents felt that they were desired but not essential.



**Question:** What is your primary mode of travel across the Sellwood Bridge? (Select one, required.)

**Observations:** Consistent with earlier surveys, the majority of bridge users cross using personal vehicle, though a high percentage (21%) of respondents indicated that they primarily used bicycles to travel across the bridge. Responses from cyclists closely paralleled the answers from all respondents though cyclists tended to express higher support for path lighting and path surface treatments.

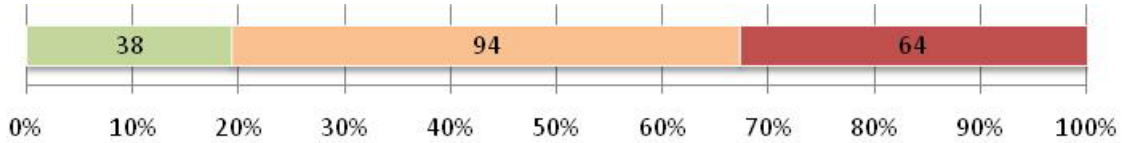


## Question: Design Priorities

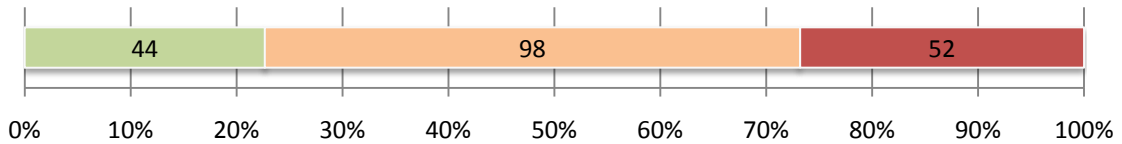
Respondents were asked to prioritize the potential bridge design features by indicating whether they considered them to be Essential, very important; not essential, but desirable; or not important, unnecessary. Responses were as follows:

← Essential, very important - Not essential, but desirable - Not important, unnecessary →

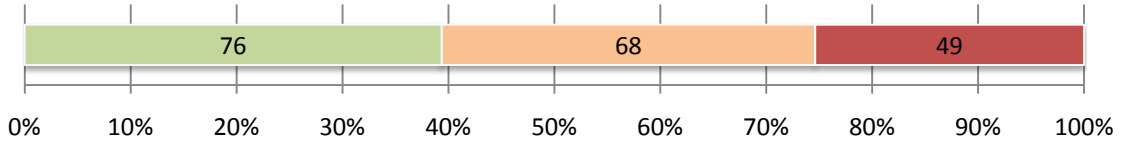
### Structural Element Surface Treatments



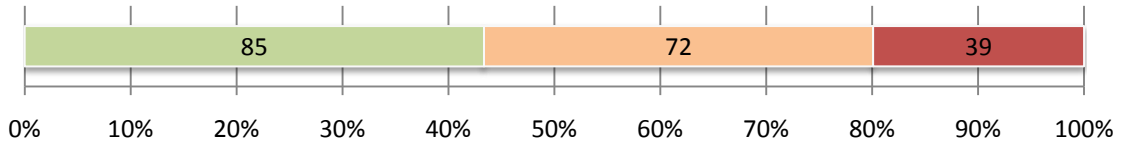
### Structural Lighting



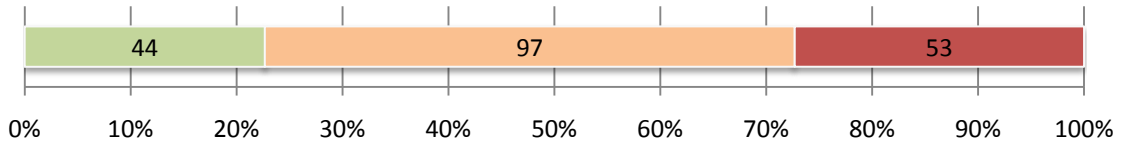
### Supplemental Path lighting



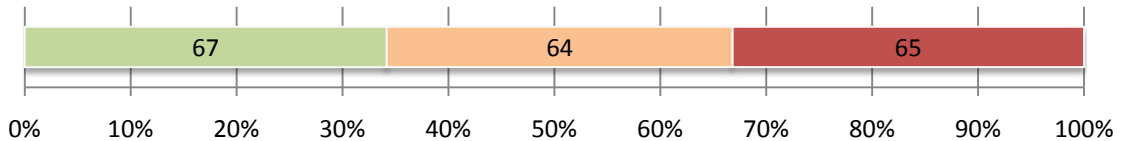
### Multi-Use Path Surface Treatment



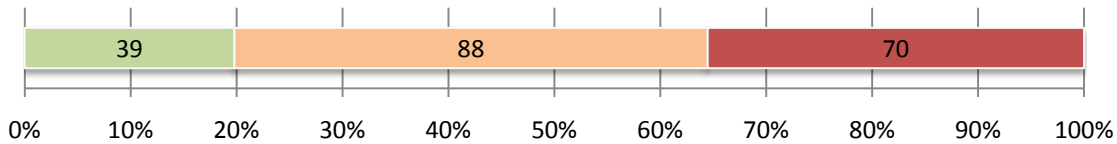
### Pylons, Gateways



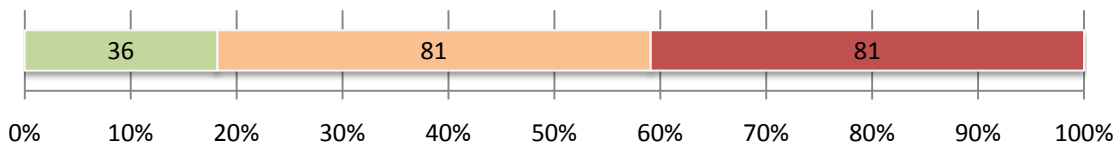
### Belvederes



**Fencing**



**Benches**



**Observations:** Multi-Use Path Surface Treatments and Supplemental Path Lighting received the highest support and were strongly influenced by respondents who said that they predominantly bicycle over the bridge. Benches and Fencing received the most "unnecessary" ratings, but all of the features were rated as "very important" or "desirable" by a majority of respondents.

**Question:** Is there anything else you would like to tell us? *(Please limit comments to 50 words or less.)*

147 people provided open-ended responses to the survey. The following is a summary of their comments organized by category, along with check marks to represent the number of people that made the comment.

**Design Features**

*Lighting*

- Pedestrian lights should be less frequent (every 120-160 ft, not every 40 ft for less light pollution)
- Need only street lighting (no extra lighting)
- Eliminate structural lighting due to budget (it is purely aesthetic)
- Support decorative features such as interesting lighting, which are less costly than structurally fancy features
- Use LED lights for bridge accents to save money/energy

*Benches*

- Unnecessary - no one wants to spend time on a bridge ✓ ✓ ✓
- Support benches but only if completely un-obstructive to traffic

- Support benches to encourage use of public transportation
- Bench material/design should match bridge material/design

*Belvederes*

- Belvederes and benches are essential for safety
- Belvederes are needed only in center of river sections, not ends
- Arched belvederes should complement bridge arches
- Round belvederes look best
- Don't need view points

*Multi-Use Path Surface Treatments*

- Support fast/slow bike lanes ✓ ✓
- Use bike/ped symbols rather than varied color concrete (could look patchy/tacky)

*Multi-Use Path Surface Treatments (continued)*

- Bike/ped symbols on concrete are not effective, use a better system
- Support distinct surfaces for walk/bike lanes to separate traffic
- Peds should have a dedicated space near the railings
- Use recycled material for ped portion
- Color needed for safety
- Use paint developed by Iowa DOT that molecularly bonds to steel to reduce maintenance costs
- Use reactive powder concrete developed by HDR to reduce concrete and add life light bridge up at night
- Use concrete rather than asphalt on roadway approaches to reduce maintenance cost

*Gateway Features*

- Gateway should send signal to drivers that they are entering a residential neighborhood ✓✓
- Use 12' tall concrete light pylons at Jeld-Wen as a model
- Include native vegetation in gateway
- Gateway should not encroach on sidewalk/bike lane
- Love gateway concept
- Gateway and pylons are needed for safety
- Gateway is not needed

*Structural Element Surface Treatments*

- Avoid rusty steel beams hanging out over river
- Bridge should not require painting maintenance

*General comments on bridge features*

- Build the bridge now with just the basics ✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓
- Bridge and its design/ amenities should represent City and Sellwood; be an icon ✓✓✓✓

- Spend money to make the bridge beautiful, which will be important in the long run ✓✓✓
- Generally like the design ✓✓
- Design features are important to increase livability
- Very impressed with concepts, especially path width and safety and benches/belvederes
- Support attention to architectural detail
- Use gothic design to compliment new transit bridge
- Include as many functional/decorate elements as possible within budget
- Keep design clean-lined and simple

**Funding**

- Clackamas County must pay its part ✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓
- Toll for all bridge users ✓✓✓✓✓✓✓✓✓✓✓✓
- Toll for Clackamas County residents only ✓✓✓✓✓✓✓✓
- Toll for all non-Multnomah County residents ✓✓✓✓✓✓✓✓
- Support tolling because it is more fair - only users pay, rather than everyone ✓✓✓
- If tolling is used, remove toll once bridge is paid for ✓✓✓
- Would rather have a higher fee than reduced features ✓✓
- Clackamas County should build its own bridge ✓✓
- Since auto taxes pay for bridge, they should get the benefit (not bikers) ✓✓
- Bridge project is spending too much money and time on evaluation and planning ✓✓
- Most Clackamas County residents do not use Sellwood Bridge
- Support toll for cars and bikers
- Trimet and trucks should pay fee to use bridge (not cars or pedestrians)
- Many Clackamas folks are embarrassed that vote was "no"

## **Bike/Pedestrian**

- Design should prioritize ped/bike uses ✓✓✓✓✓✓✓✓✓✓
- Create physical barrier between cars and bike/peds ✓✓✓✓✓✓✓✓
- Should reduce width or number of bike/ped and multi-use lanes ✓✓✓✓✓✓✓✓
- Need to grade separate bike lanes from both peds and car lanes ✓✓✓
- Make bridge safe for pedestrians ✓✓
- Make the bridge bike/ped and/or transit only ✓✓✓
- Keep bike lane away from vehicle emissions
- Need to address bike/ped facility for the shoo-fly
- Improve bike path north of bridge on Hwy 43 connecting Sellwood bridge to Willamette Greenway Trail
- Should remove on-street bike lane, instead widen multiuse portion to 11'
- Support bike and walk lanes to encourage public transportation
- Glad death spirals are gone
- Put in signs for bicyclists to slow down and respect pedestrians
- Make bike/ped entry and exit safe and convenient
- Don't put in any bike paths
- Use Pacific City bridge as model

## **Bridge size/number of lanes**

- Need four lanes ✓✓✓✓✓✓
- Design needs to improve flow of traffic/congestion ✓✓✓
- Clackamas County would have voted "yes" for the fee if bridge was four lanes
- Reduce ped path to one lane and construct a reversible third lane for vehicles to accommodate rush-hours traffic
- Project is a waste being pushed by bicycle lobby

- Bridge should be in different location
- Take into account congestion south of bridge
- Reduce overall width of bridge
- Don't put in any turning lanes

## **Schedule**

- Get it built quickly! ✓✓✓✓✓
- The project is taking too long in general ✓✓✓
- Phase in west side improvements later ✓✓
- Like Shoofly detour and reduced construction time
- Should close bridge for summer and get it done rather than doing staging
- 4 years for construction is a very long time

## **Open house and public process**

- Thanks for all the hard work and effort ✓✓✓✓✓
- Thanks for asking for citizen input ✓✓✓✓
- Enjoyed online open house ✓✓✓
- Virtual open house style should be used for other public projects
- Preferred the shorter questionnaire
- Excellent website

## **Make the bridge work for cars, too**

- Features should benefit cars, not bikes/pedestrians ✓✓✓✓
- Bridge should be safe for both cars and bikes/pedestrians ✓✓✓
- No complex westside interchange with Hwy 43 ✓✓
- Important to complete Hwy 43 ramp

## **Livability**

- Car and bike traffic should be slowed down before entering neighborhood ✓✓✓
- Don't let large trucks use bridge
- Do something about east side traffic
- Support lighting, crosswalks and traffic lights for livability

## **Construction Impacts on Businesses**

- Inform people if bridge flow will be interrupted in any way during Nov-Spring temp bridge construction
- Concern about negative impact on business
- Concerned about impact of traffic in SE Tacoma village area

## **Streetcar, MAX, Light rail**

- Should have light rail on bridge ✓ ✓
- Should not delay construction of streetcar approach ramps
- Support Streetcar on bridge
- Bridge must be adaptable for future Streetcar or MAX

## **Safety**

- Need new bridge for safety reasons ✓ ✓
- Install traffic enforcement cameras or "your speed is" monitors
- Need earthquake stability

## Design Features Feedback Wall Summary

---

142 comments were submitted on design features. The following is a summary of their comments organized by category, along with check marks to represent the number of people that made the comment.

### Structural Element Surface Treatments

- MLK viaduct is a good example;
- Datum line is good;
- Should have a natural look;
- Use local basalt instead of granite.

### Structural Lighting

- Lighting needed for safety, security reasons ✓✓✓✓;
- Up-lighting should be avoided, light pollution should be minimized ✓✓✓✓;
- Lights should be simplified ✓✓;
- Visibility is important;
- MLK viaduct is a good example;
- LEDs may look too busy at night;
- Lights must be easily serviceable;
- Outline not desirable;
- Unify lighting with other elements;
- Upper roadway lighting looks overdone, like a runway;
- Lighting has important aesthetic value; use motion sensitive lights.

### Multi-Use Path Surface Treatments

- Important to path safety ✓✓✓✓✓;
- Stencils are adequate ✓✓✓✓✓;
- Keeping users separated is important ✓✓✓✓;
- Decorate with names or bricks for a fee ✓✓;
- Scoring variations are a good way to separate users ✓;
- Paint alone is not good enough ✓;
- Consider colored shoulders / bike lanes ✓;
- Consider grade separation for bikes and peds;
- Consider treatments used on other bridges;
- Symbol shapes can help convey speed;
- Use art funding for paths;

- Avoid user conflicts as on Hawthorne;
- Possible surface treatment - recycled shoes.

*Note: There appears to have been some confusion about the distinction between the multi-use path and the shoulder/bike lane.*

### Pylons, Gateway

- Important for neighborhood safety ✓✓✓✓;
- Gateway should be unified with other features (fencing, lighting, etc.) ✓✓✓✓;
- Can be deferred til later ✓;
- Important for creating interest;
- Could be interactive;
- Could include structures or shops a la Ponte Vecchio;
- Good use of public art funds.

### Belvederes

- Prefer elliptical configuration ✓✓✓✓✓✓✓✓✓✓;
- Only use one per side ✓✓✓✓✓✓✓✓✓✓;
- Prefer circular configuration ✓✓✓✓✓✓;
- Important to do now ✓;
- Only use two per side - east end not needed ✓;
- Locate at center of the bridge;
- Could include structures or shops a la Ponte Vecchio;
- Essential to bridge uniqueness;
- Important for path safety.

## Fencing

- Fencing should be artistic, enhanced, attractive, elegant ✓✓✓✓✓✓✓✓;
- Good subject for art funding ✓✓✓✓✓✓;
- Should be integrated with gateway ✓✓;
- Should be used in required areas only✓ ;
- Fencing should be unobtrusive;
- Fencing could be used to separate path users;
- The MLK viaduct is a good example;
- Optional fencing can be deferred until later.

## Benches

- Use simple benches✓✓✓;
- May be funded with private donations and/or sponsors✓✓✓;
- Provide important resting opportunities✓;
- Can be deferred until later✓;
- May be a nuisance and could attract transients;
- Only one bench should be used per side;
- Benches should not be used in the belvederes;
- Could be made of wood;
- Could face each other;
- Could be enhanced with art funding;
- People may not use them.

## Cost Savings Feedback Wall Summary

---

94 comments were submitted on cost-savings. The following is a summary of their comments organized by category, along with check marks to represent the number of people that made the comment.

### Tolling

- Support toll for all non-Multnomah residents ✓✓✓✓✓✓✓✓
- Support toll for all ✓✓✓✓✓✓✓✓
- Support toll for Clackamas County users only ✓✓✓✓✓✓
- Support toll for all uses, including bikers ✓✓✓✓
- Do not toll public transportation ✓✓
- Support graduated tolling fees ✓✓
- Begin toll now ✓✓
- Do not toll non-motorized vehicles

### Tolling (continued)

- Allow only Multnomah County residents to use the bridge
- Use electronic tolling system like in California
- Put in toll on Tacoma Blvd rather than on bridge directly
- Support one-way toll for vehicles traveling West
- Toll all, but give Multnomah County residents a rebate
- Do not support tolling
- Infrastructure/maintenance cost may make tolling unfeasible
- Tolling system with cameras/license plate readers would be easy to install
- Tear down the current bridge and toll all roads leading from Clackamas County into Multnomah County

### Taxes/Fees

- Institute licensing and registration fee for bicyclists ✓✓✓
- Voluntary coffee tax ✓✓
- Put in a State infrastructure highway tax (mileage & weight), apportioned to each county by population

- Clackamas County drivers should either add \$10 to vehicle registration or pay \$4 toll on bridge
- Put in place a Multnomah County DMV fee
- Get users to pay a one-time fee, rather than tolling
- Need a regional bridge authority so that every county is required to contribute
- Tax Clackamas County
- Put in fast food tax in Clackamas County
- Tax the bike riders
- Motorcycle license fee includes too much for bridge (over half)
- Put in one-time fee for locals and businesses who will use bridge regularly

### Fundraising

- Support selling memorial bricks ✓✓✓✓✓✓✓✓
- Allow users to make voluntary donations ✓✓✓
- Make the fundraising a community project ✓✓
- Use art funds for functional aspects such as fencing
- Sell old pieces of current bridge to citizens
- Add 10 cents to transit fare
- Enforce Tacoma St speed limit and use speeding ticket money to fund bridge

## Defer or remove bridge elements

- Don't skimp on design—the bridge should last a long time ✓✓
- Defer items that are easy to put in later, such as benches
- Defer gateway and art features
- Cut aesthetic features
- Gateway is unnecessary
- Viewpoints unnecessary
- Don't delay/defer anything
- Don't cut bike/ped infrastructure--it is needed to get bike funding
- Eliminate all bike features
- Support 2-way cycle track on one side of the bridge with good connections
- Oppose 2-way cycle tracks idea

## Westside Interchange

- Delay interchange for now ✓✓✓
- Keep interchange as-is ✓✓✓
- Defer work on the Westside interchange after improving ped/biker safety ✓✓
- Keep interchange as is, but with better signaling
- Get Clackamas County to raise funds for interchange

## Lanes/Width

- Reduce bike/ped width ✓✓✓✓
- Need 4 lanes on bridge ✓✓
- Make the bridge narrower but keep bike/ped paths safe
- Reduce width by removing light-rail retrofit possibility and leaving only one bike/ped lane
- Don't need sidewalks on both sides of bridge

## Materials

- Recycle material from old bridge for funds ✓✓
- Use rock that is removed from the Westside to create the separate

pathways on the bridge and reuse old bridge cement as paths

- Use Reactive Powder Concrete from HDR
- Use molecularly bonding paint from the Iowa DOT

## Corporate Sponsorship

- Use corporate sponsors for design features ✓✓✓✓✓✓
- Sell naming rights to the bridge ✓✓
- Sell ad space on mid-span banner structure now

## Federal Funding

- Don't use any more federal funds
- Support use of federal funds
- Get FTA to contribute if Streetcar is included

## Bid Contract

- Do away with the prevailing wage condition in the construction bid contract

## Other

- Leave existing bridge for bike/ped use only ✓✓✓✓✓
- Tear down bridge and don't replace it
- Need a political leader to forward the regional study now
- Rebuild bridge rather than replace it
- Sellwood bridge is a beautiful green space
- Build a bridge between 224 and Hwy 43 instead
- Instead of bridge, make a tunnel under the river
- Get convicts and community college students to work on bridge
- Take back light rail money and use it for bridge

## Other Comments Summary

---

29 comments were submitted by email.

### Design Features

#### *Belvederes*

- Important to put in belvederes for safety ✓ ✓
- Four round overlooks with benches at the center two arch span apexes are critical for inclusion at the outset
- No bump outs or viewpoints
- Like viewpoints with benches so people can view Mt. St Helens
- Belvederes good to encourage ped/biker use
- Like rounded belvedere with bench integrated guardrail for easier cyclist access
- Put artwork at the overlooks or the gateway

#### *Benches*

- Prefer stone benches

#### *Lighting*

- Need LED lighting for safety and because it is fun and aesthetically pleasing ✓ ✓
- Lighting should reduce upward light scatter, put in minimum amount of light under bridge and on bridge deck

#### *Fencing*

- Decorative ironwork with pictures in the fence would enhance security and be aesthetically pleasing -- each section of fencing could have pictures of river transportation woven into the design
- Whatever fencing that is used should minimize the visual impact on the views north and south
- Follow Seattle Art Museum's Olympic Park fencing--which is interesting art, but functional

#### *Multi-Use Path Surface Treatments*

- Like a modest surface treatment for the top and middle sections of the bridge
- Would like something other than plain concrete on the multi-use path
- Don't use different textures

#### *Gateway Features*

- Put artwork at the overlooks or the gateway
- A pylon of some sort on the eastern end for flags, community event banners, flowers, etc. would be a positive force for community identity

#### *Bike/Ped Features*

- Turn bridge into bike/ped only ✓ ✓
- Put in multi-use sidewalk on one end only
- Connect sidewalks to future sidewalks on Macadam and OR-43, and build them now, not later (less expensive)
- Put in crosswalks to facilitate pedestrian travel along east side of Macadam/OR-43
- Loop Sellwood bike lanes comfortably into downtown to bring more traffic through south waterfront
- Like physical barrier between vehicles and bikes/peds
- Shoofly is a great idea
- Bridge should have simple bike/ped lanes
- Bike/ped lanes are a must

### **Funding/Cost**

- Don't want to pay for a bridge I never use
- Shocked that simple bridge will cost \$290 million
- Little faith that this project will be done in a cost effective manner
- Many Clackamas County residents would gladly donate \$10
- Clackamas County should help pay for the bridge
- Don't build the bridge until Clackamas County pays its fair share, since bridge is mostly used by Clackamas drivers

### **Bridge design/number of lanes**

- Bridge needs 4 lanes ✓✓✓
- Reduce width of pedestrian path to 12 ft
- Bridge needs to be able to handle increased traffic
- Simple bridge at good value
- Don't put in any bridge decorations

### **Tolling**

- Support tolling ✓✓✓✓
- Bridge should be privately built and owned
- Remove toll one bridge is paid for
- Toll money should be used exclusively for this bridge

### **Open house and public process**

- Hope to have a traditional open house, this online open house seems like effort to save money, and is a disservice to the public
- Please keep Sellwood businesses informed of construction impacts in the future
- The public involvement effort has been outstanding

### **Timing/Schedule**

- Get it done, no more studies
- Close bridge for 3 months to complete work, rather than staging
- Concern that construction will go on for longer than planned

### **Materials**

- Use Reactive Powder concrete for arch and deck
- Use paint that molecularly bonds to the steel

### **Other**

- Instead of doing the Sellwood bridge, build a vehicle-only bridge north of Elk Rock Island connecting the 43 to 99
- Bridge needs to be earthquake resistant

## Appendix A - Full Comments

---

## Comment Form - Open Ended Responses

---

1. Reduce the costs by narrowing the pedestrian/bike lanes since this bridge does not serve enough commercial, residential or job sites to justify this width. (nor will it in the future)
2. I moved to Portland from California to raise my family because of the thoughtfulness that goes into Portland public works. This bridge is a statement of Portland as a community. Each and every "amenity" listed is important in establishing the character of our city. I've seen far too many thoughtless bridges in California.
3. As a cyclist who uses the Hawthorne Bridge almost every weekday, I would like to voice my support for ample separation between faster cyclists (commuters) and pedestrians/slower cyclists. This bridge is likely to see very large numbers of cyclists and pedestrians and safety should be a primary concern. -Thanks.
4. I am eagerly awaiting this new bridge. Thank you to everyone who has helped to make this happen!
5. We don't need a high-end bridge. We don't have enough money, so cut out the frills!
6. Safety for multi-use folks and keeping traffic aware of the entrance to a neighborhood is essential, so I choose design elements that support these goals.
7. Most important that the cars and bikes can coexist and not get in each others way. I don't want the bikes riding in my pathway-make them a separate lane but still give the cars enough room to maneuver safely over the bridge don't crowd us out. and make clackamas county pay their share too.
8. I like the many others have been responding as best as possible for what? a year at least. Personally I just want the bridge done asap, safely, partially useable most of the time, and done in my lifetime! I had heard years ago we had federal \$\$\$ but lost it due to taking so long planning it all. Also I watched the doc on Seattles monorail system I think that cost millions of wasted \$\$\$ on plans and then had nothing left to do the thing. So... I'm for getting started make it safe, as attractive as doable in a moderate budget, light it up at night, and make it usable for all modes of transport including MAX if it would EVER come this way! Thanks!
9. I am very disappointed that Clackamas County voters did not show support for construction of this bridge. They are "bridge moochers" and it's hard to be resentful when they clog Multnomah County and City of Portland's roads to get to and from their destinations. I say impose a toll for non-City of Portland/Multnomah County residents; not only would such toll help to fund the bridge, but it would probably help to keep them out of our neighborhood, because we already know they're cheapskates.
10. How about either ditching the bike paths, or charging a toll for both cars and bicyclists to make up the shortfall. Bikers should pony up for all the benefits they receive at the expense of taxpaying, fee-paying drivers.
11. please include a bike lane, I would use my bike to cross the bridge but I am not willing to with the current state of the bridge
12. cooperation from clackamas essential. make bridge one-way for them if they won't pay, see how they like getting home w/o the S. bridge.

13. I commute daily by bike from Sellwood to downtown using the Hawthorne Bridge currently. I find the stencils indicating bikes on one side of the path and peds on the other (located at either end of bridge) do not work very well - many peds do not seem to see or understand those. Hopefully the Sellwood can use a better system. Also, will there be a tall curb to separate the cars from bikes/peds? That seems absolutely critical for everyone's safety.
14. the sellwood bridge is an important part of Portland and thanks to all the careful planning the replacement bridge will be a 21st century icon for the city.
15. I won't drive across this bridge any more given it's rated a 2. Glad to hear construction will soon be under way.
16. I would like to see a toll for all Clackamas County users. If they can't contribute \$5.00 a year voluntarily through they vehicle registration, then why not make them pay a toll?
17. I want this project to be done with a focus on function and execution. This has gone on TOO LONG. Somebody to charge, make decisions, and get it done.
18. Physical, vertical elements on the bridge are important. "Gateways" aren't my goal. Those ~12' tall concrete light pylons around Jeld-Wen Field? Things like that on the bridge lend drivers and pedestrians a sense of structural strength and provide visual interest to travelers whose POV does not include the supportive structure. Go gothic. That would mesh well with the new transit bridge.
19. Keep it simple, it's a bridge, not a work of art
20. Like Detroit Mich/ Windsor Ontario: (Ambassador Bridge) PRIVATE OWNED, PRIVATE BUILT, PRIVATE FINANCED TOLL BRIDGE: ALL USERS PAY ( Only USERS pay)
21. I am unsure as to why there needs to be 24 feet of multi-use pathway along with 13 feet of bike lanes. It has been used in Virginia where half of the pedestrian sidewalk is used for bikes with a separation line between the pedestrians and cyclists. As many cyclists use the sidewalks anyway I feel it is unnecessary to have a seperate bike path and would reduce the width greatly. Another point is that many bike lines throughout the area are around 4 feet or less.
22. Thank you for considering Sellwood neighborhood, pedestrians and bicyclists and the street car in your plan.
23. Let's make it beautiful. We'll be living with it a long time.
24. We like the idea of adding a toll to the bridge (for cars only). This might re-route car traffic and encourage other bridge usage. I encourage Portland to think beyond car transportation and welcome bikers, walkers, the MAX and those that want to visit the bridge for it's great view of Portland DT. Thanks for allowing feedback. Good luck with processing our thoughts and feelings!
25. I still think the west end / Hwy 43 interchange is overly complicated. The current system without traffic lights keeps traffic flowing, even during rush hours. People who use the Sellwood Bridge understand the current system of cooperation with vehicles alternating in the eastward direction.

26. It is imperative that a new bridge be built as soon as possible...forget fancy and put up useful.
27. With money being tight, we need a safe bridge but we don't need all the extras. People are having to tighten their belts and go without things to make ends meet. I think this project should do the same. The bridge is essential to many of us who work on the west side of the river but live on the east. Sellwood indwellers knew there was a bridge there when they came - they should quit complaining about those who use it. Cars and bikes need to be separated. I welcome giving them their own space. (I wish the Tacoma could be wider to give them a bike lane and cars turn lanes.) Jean
28. I noticed on the "board" for the Structural lighting there is a rendering of a 4-lane road for cars. I'm just want to make sure that this is an old rendering.
29. Phase in westside improvements - build now
30. As someone who drives across the bridge I'd like you charge a toll, if possible only on cars from Clackamas County.
31. the bridge should be 4 lanes / portland is only going to grow
32. You gotta ask the clackamas city council to pony up for all their use again. Hopefully the political powers are figuring out how to collaborate on this project. / 4 years! yikes. that's a long time. whew! / Pedestrian lights on bridge could just be less frequent. Every 40 feet seems like too much light pollution at the street level. not as good for viewing down river at night. maybe every 120 -160 feet? or none./ Thanks so much for all your hard work and keeping us involved and at so many levels. Best of luck getting us to the next phase. I'll feel so much better on a newer safer bridge. <3"
33. I'm absolutely OPPOSED to having huge RUSTY steel beams hanging out over the river! It is unsightly and I can't imagine it is healthy for the river. It will instantly make the new bridge look decrepit!
34. Bikes "do not need multiple lanes"....safety yes, but geez we can have potholes 2 feet deep and the mayor will spend on more bike bridges/paths. Just get it on the cheap side and I admire the groups tenacity and it must be a hard path....Thank you for your efforts.
35. What is being done about Eastside traffic? Parking at the stores around 13th and the stupid New Seasons makes the bridge capacity irrelevant. Got to stop parking and left turns.
36. Signs for Bicyclists to slow down and respect pedestrians. I ride bike and always slow when passing pedestrians - but a lot of bicyclists go too fast. Also clear signage on both ends of bridge for further bike destinations. Thanks for all your hard work!!
37. Please bear in mind that there are "many" voters here in Clackamas County who are embarrassed by the poor performance of our electorate over our \$20 million contribution. We are ALL Oregonians and should ALL be supportive of each other. Good luck moving forward!
38. I'm excited to see the project coming along!
39. Keep old Bridge for Max purposes in future, for bike and Pedestrian traffic.

40. As a property owner on 9th and Tacoma Street. I would like to see that the project moves forward as soon as possible and bridge features are clean lined and simple.
41. The use of concrete pavement for the roadway approaches (as opposed to asphalt pavement) will have a lower life-cycle cost and eliminate the need for costly yearly (or more frequent) repair to the pavement surfaces. The first-cost may also be less with concrete versus asphalt.
42. Really glad that the bridge is finally being made safer/more accessible for peds and cyclists. Please make sure the entry/exit areas are safe and convenient as well! Thanks.
43. Don't economize on bridge features that will cost more to install after bridge is built. Better to economize or phase in parts of westside interchange.
44. It would be nice to use any recycled material for the pedestrian portion and there should be a separation from the bikes.
45. Please don't short change the structural elements of the Sellwood bridge, as had been done in the past. Let's get our priorities straight. It's more important that the bridge works and will last, than what it looks like. 99% of those who use the Sellwood bridge just want to get across the river, they're not on it to admire it's aesthetic qualities.
46. I feel strongly that funding gaps should be bridged by making it a toll bridge -- the people who most use it contribute most to it. (Same for I-5 bridge and maintenance on other major roads and bridges.)
47. The first multi choice question did not load completely- I'm favoring a true verbatim) replacement for the sellwood bridge (and no bicycle paths
48. Reduce amount of pedestrian and bike lane and allow for larger automobile lanes for safety purposes.
49. I hope that whatever you do, you take steps to reduce the backlog of traffic that generally gets hung up waiting to cross west to east every afternoon beginning at 4pm. That should be a high priority for a better flow/throughput.
50. are you guys nuts? we need four lanes for motor vehicles. have you driven across that bridge lately? screw the bicyclists. they are not paying for it. one lane is plenty for them.
51. Charge a toll and reimburse Multnomah taxpayers, as Clackamas will not be contributing. When bridge is played for, remove toll.
52. You MUST make sure that the bridge is adaptable for trolley, MAX or other rail transit in the future. It is an absolute travesty that this had to be cut from the original design, leaving Sellwood with horrible public transportation options for yet more years.
53. I think there should be a physical (possibly concrete) barrier between cars and all other users. Check out the bridge at Pacific City.
54. Since Clackamas County is not supporting this, the clear choice is a toll. In this economy, user fees are a reasonable alternative and tolls are an accepted option in the rest of the country. I'd rather have fees than reduce features.
55. Don't build it unless Clackamas helps pay. If you MUST build it, make it a toll bridge and use the money to pay it off. Clackamas can always build their own bridge.

56. Multnomah County should not suffer the majority of the cost of a bridge that Clackamas County residence use the most.
57. Since you are wasting so much money building the pedestrian/metro bridge, this SHOULD be a bare bones project that reinforces that the major mode of transportation in this city is STILL personal cars!
58. KISS, we need a bridge, build a bridge and take any cost savings and put them towards the next project.
59. Since Clackamas County residents didn't want to help pay for the bridge, how about tolling the bridge to anyone without a neighborhood sticker on their vehicle?
60. Tolls, tolls, tolls.....they work in Texas and finance some of the best roads in the U.S. Those who use, pay. Those who don't, don't.
61. Bicycle and pedestrian elements are very important to me.
62. TOLL BRIDGE. (Unmanned, but with basket to throw coins into). / TOLL BRIDGE so users pay to use it. It's only fair!!
63. Not looking forward to the detour, but am very excited for when the bridge is completed!
64. Toll Clackamas County residents to make up funding gap so full design can be built.
65. Bicyclists need a safe and efficient way to cross this bridge so they can use it more.
66. Not enough footage for vehicles. Too much footage for bikes and pedestrians.
67. To save costs, reduce the over-all width of the bridge. On the West side, reduce the width. / Since you are short of funds, build the basics now (a commercial bridge that will safely help manage the vehicle traffic), install the cingerbread or nice to have additions later.
68. I care most about safety and accessibility for peds and bikers AND earthquake stability!
69. It is taxes from automobile users that is funding the majority of the cost of the bridge. The greatest volume of attention in the structure should coorespondingly be to benefit automobile users.
70. Please consider the use of toll gates and direct user fees as an adjunct to funding. This is the most advantageuos system to augment the funding and requires that the users contribute to the costs.
71. The E Side "gateway" is of huge importance to me as an E side resident. It must communicate that drivers are entering a neighborhood, minimizing and transitioning traffic for safety. Lighting, paths, crosswalks/traffic lights etc, within several blocks of the bridge, need to be a key part of the plan on the E Side... there will be long-term consequences for our neighborhood's live-ability. Live-ability, not fast car-commuting, is in Portland's best long-term interest! Thanks.
72. A gateway is essential to slow traffic and should include native vegetation elements. Structural Surface Treatments must provide significant physical barrier to safely separate cars/bikes/peds. Structural lighting is purely aesthetic and should be eliminated due to budget. Design overhead lights to eliminate need for supplemental lighting. Benches sold to major donors would be great, but only if completely unobtrusive to moving traffic.

73. Please inform me as to whether bridge flow will be interrupted in ANY way during the Nov - Spring temp bridge construction. Looking to sign a new lease (SpielWerk Toys) in Sellwood, but am very concerned about the negative effects this bridge construction may have on my business. Please reply, thank you.
74. Yes I voted no for gas tax in Clacamas County because its still just a 2 lane bridge But if 4 lanes I would have voted yes. Also most in Clackamas County do not use Sellwood Br.
75. This is a great idea to get people involved as too many complain no one ever asks them what they think.
76. I am very disappointed that it has been found necessary to delay construction of streetcar approach ramps. I think that we will be needing electric rail transit much sooner than is being planned for currently.
77. Instead of having pedestrian paths in each direction, have one pedestrian lane for walking in both directions and construct a reversible third lane for vehicles to accommodate rush-hours traffic.
78. very impressed with these concepts, especially path width and safety and benches/belvederes.
79. The Sellwood Bridge has always been a weak connection for pedestrians and bicyclists, and I hope that the new design prioritizes these modes of transportation.
80. Funding: Should charge a toll of \$.50 going easterly for all non-Multnomah County residents. Mult County could advance the \$20m shortfall and have the toll more than pay back that advance.
81. Many of us in Sellwood are angered by the refusal of Clackamas County to pay anything at all for the bridge. Everyone I've talked to supports a toll bridge option, with Multnomah County residents receiving a free pass (justified by the fact that we are already taxed through vehicle registration fees).
82. We need a new bridge for safety reasons, since the old one is scarey. We do not need a lot of fancy things--just the basics.
83. Big bike lane away from vehicle emissions.
84. Nice but don't over do with non-essential items. No view points. No extra lighting than street lights. Should be made so doesn't have to be painted on a regular schedule. That is real important.
85. The bridge needs to be replaced. Decorative features including interesting lighting are really important. These are less costly than structurally fancy features.
86. Please make the bridge safe for pedestrians.
87. I really enjoy this idea of an online open house. Should be encouraged for other regional projects. Love the gate way concept.
88. I believe that the Belvedere's and benches are more than just optional features but are essential safety items that need to be incorporated in the final construction. / Wish that we had started construction 5 years ago, it certainly was no secret that the Sellwood Bridge has been long on the to be replaced list.

89. I don't think the design is of great importance. What bothers me is that any design doesn't improve the flow of traffic. In the future we will only have more congestion. Macadam and Tacoma are already a mess morning and evening. If it doesn't improve traffic flow at the cost projected then why don't you just reinforce the present bridge, add a bike lane on the side. Probably cost a lot less. Like the buildings they reinforce for earthquakes
90. I hope that the gate feature is included, but it should be done in a manner that does not encroach upon the sidewalk or bikelane. / The bikelanes in both directions need to be grade separated, both from pedestrian traffic and, more importantly, from automobile traffic. The design board shows the cyclists at the same level as the automobiles, which does not offer the safe-feeling transportation necessary for the 8 to 80 range of cyclists. / No where in this open house did the pedestrian or bicycle facility for the shoo-fly get addressed. If the current span will simply be shifted over, will there be any improvement in cyclist/pedestrian access until the bridge is completed?"
91. I just want to see it completed, and I apologize for the selfish, short sighted Clackamas voters
92. I continue to believe that making this bridge only two lanes of traffic (one in each direction) is \*extremely\* short-sighted. It's the only bridge between downtown Portland and Oregon City!
93. Please also address motorists speeding on the bridge. Currently, I believe alot of cars speed while crossing the bridge...install traffic enforcement cameras or "your speed is" monitors
94. This project is a big waste. Proponents say the bridge will fall down; so how can the structure be moved safely? Instead of reasonable planning this is being pushed by the bicycle lobby.
95. Please make sure the Highway 43 ramp is completed. If nearly \$300 million is spent on a new bridge that doesn't work, citizens will be very upset. I understand the need for better bike/ped access, but the bridge has to work for cars too. Thank you for the opportunity to comment. / By the way - this shorter questionnaire is much better. The last one was too long and too complicated.
96. I strongly urge you to consider a toll for non-residents, since they won't help pay for the bridge, yet make up a huge portion of the daily car traffic. They either build their own bridge south of Sellwood or pay to use ours. Make the bridge bike friendly and public transportation friendly, not car-friendly. We Portlanders can walk, bike, bus or lightrail. Let the SUV's of the suburbs wait in line to cross. Seriously. It's the only way to change their behavior.
97. Please separate bicycles from car traffic with more than just a painted line. There should be a curb or physical barrier. It will make for a safer and more pleasant ride across the bridge. I expect families to bicycle across the bridge. Please do not lump us in with the cars. We cannot compete. Please do NOT repeat a Burnside bridge project, where the bicycle lane had to be enhanced after the fact - due to accidents. Let's live, and let's learn.
98. Has there been any discussion about the path just north of the bridge on Hwy 43 connecting the Sellwood Bridge to the Willamette Greenway Trail? The current path is

exceedingly narrow for a multi-use, bi-directional lane. Separate lanes for at least north and southbound traffic would be much appreciated!

99. Please don't allow large trucks to use the bridge -- it will negatively impact the livability of our neighborhood.
100. Driving across the mlk viaduct I'm so excited to see an attention to architectural detail. The lighting, the fencing, the stair wells, they all make it clear that you're entering Portland, not just driving on an overpass. I hope the sellwood bridge gets all the architectural detail it deserves.
101. Benches and viewing lookouts are unnecessary and could slow down walking and biking traffic on the bridge. Who wants to stand or sit on a bridge with lot's of traffic going by. Please keep the bridge purpose for moving car, bike & walk traffic across the bridge as efficiently as possible. Decorative elements and artwork are often only appreciated by people who like the style they are in- an eyesore for people who don't like the art that is chosen. Having different materials for the surfaces of walk/bike would be useful to keep traffic to their own lanes and make the markings more apparent. It might even save money by not having to repaint temporary markings.
102. I work for a local Lighting Company. I think that the inclusion of LED's for bridge accents, and also for roadway lighting is a good idea. The money saved in energy and service alone is worth it. Just be sure it is designed properly, and you have the ability to adjust accent lighting colors to change with seasons or events. We can help.
103. 2/3 of this bridge is for peds/bikes, a small but vocal minority. Reduce the lanes to 1 each to reduce cost of bridge and cost/complexity of interchange; it will also reduce the volume of traffic in selwood.
104. As someone who uses the bridge several times a week, I think it should have priority over other projects. Would not mind a minimal toll for users - so many depend on access to that bridge -both East and West.
105. Path surface is most important, but also like the lighting of the bridge, nice fencing, belvederes. Others nice, but can live without.
106. Excellent website. Good job. Thanks for many chances to provide public input/participation, and to keep community informed of progress. Really like Shoofly Detour and reduced construction time. Include as many functional and decorative elements in bridge as possible, within funding limits (or at least make it possible to add more in future). As a Sellwood resident, I'm still concerned about impact on traffic in SE Tacoma "village" area, east of bridge....Otherwise, let's go!
107. Like an online open house, but do need more explanations to be sure of my recommendations. The 1st category isn't clear to me--& think I'd rather see different treatments but of whole elements rather than height zones. Think belvederes are needed only in center sections over the river--not at end. Think some benches (preferably the stone), but not many. Can't tell the difference of the ABC lighting spots.
108. I like the idea of fast & slow bike lanes and think that it should be possible for a moderate speed rider in the slow lane to switch to the fast lane to pass slower riders. / Pedestrians, runners and walking cyclists should have a dedicated space near the railings.

109. Fill the funding gap with a toll until the \$20 million is paid for and then remove the tolls.
110. I generally drive over the bridge and sometimes bike. I think it is critically important this bridge be safe for cars and bikes to both use the bridge.
111. Generally, I think that this bridge is a sophisticated and well thought out design; I certainly am looking forward to seeing it constructed. However, I am opposed to the on-street bike lanes; the current design will only be attractive to "strong and fearless" cyclist, thereby excluding use for children, those less physically-able and others preferring a protected route. While I understand the multi-use path is intended for these cyclists, I think that mixing bicycles with joggers, roller skaters, and the like is not ideal on such potentially busy bridge. Since this is a new bridge, not a retrofit like the Hawthorne, where mixing was the only solution, why build-in this conflict? Better solutions exist. At a minimum, the bike lanes should be separated from auto lanes using either a physical barrier such as collapsible bollards, an extruded curb or a truncated dome rumble strip (least desirable). A better alternative would be widen the multiuse portion of the sidewalk to 11'; make it exclusive for bike use and remove the on-street bike lane. Finally, I think that the colored concrete paving concept is problematic. Colored concrete is often varies in color (due to slight different mixes during multiple pours that are likely to occur); it is difficult to match should it need to be repaired or replaced (due to fading and wear). The result will be a patchwork, tacky appearance. I suggest sticking to the tried and true symbol applique approach used on the Hawthorne Bridge.
112. Committee must see this bridge as an icon for Portland and for Pacific Northwest as a whole. Like the Golden Gate Bridge in SF. A beautiful Sellwood bridge can act as a draw to boost tourism and embody the bicycle, pedestrian friendly reputation Portland is intent on securing. Do not skim on decortative details. It is very, very important (and use arched belvaderes to stay compatibel with bridge arches.
113. The bridge is a necessity, not art or decorative. We need to save where we can. It provides a service
114. No complex westside interchange with Hwy 43 and no turning lanes, save money by reducing these unnecessary items.
115. Although a nice idea, I don't think the belvaderes and benches will enhance someone's experience of the bridge. With cars constantly traveling over the bridge, it is pretty noisy. Are people really going to want to sit there amidst the noise and breath in car exhaust? And is it a good idea to encourage people to congregate anywhere on a multi-use path? The purpose of the path is to move travelers along and these features seem contrary to that purpose.
116. Bicycle and Pedestrian only please. Thank you.
117. I'm a Sellwood Resident. I would like to see work to make sure bridge motor traffic is slowed down on bridge and entering the neighborhood. Concerned about bike lane on same level as cars without "escape route," especially as traffic lanes merge, would like to see a physical separation from cars.
118. Please don't confuse aesthetics with safety. Elements such as color and pylons/gateway may look like decoration, but they have been shown to be major contributors to safety.

Don't skimp now and pay for it later with more accidents/injuries and the associated costs.

119. Make the bridge a toll bridge, and encourage use of public transportation by having a light rail system, bike lanes and a walk-lane with benches for relaxing and enjoying the view.
120. Emphasize facilities for non-motorized users!
121. This Bridge represents our city and specifically Sellwood. The next generation will either thank us for doing it "Right" or condemn us for doing it on the cheap.
122. Written to the Portland Tribune on 10/30/2005: Sadly, I predict, our county will approach the bridge replacement in the usual big government manner: Spend a ton of money to determine a solution, spend a ton more money evaluating the solution, spend more asking for bids, hire whoever gives the lowest bid, spend still more money because the bid was inaccurate and the job can't be finished. Millions of dollars overbudget and decades later, the bridge is finally finished. Read again and repeat as county discovers bridge built is inadequate and still more money must be spent.
123. I would like to see a more detailed view of the west bike-ped ramps. Glad death spirals are gone.
124. I think there should have been a fourth option "Interesting, but not very important" -- something that indicates that it would be cool, but should totally be dispensed with if money can't be found.
125. I didn't see any presentation on the area to the east of the bridge -- it is a block that I understood was in the project area. I would like to see something in that area to transition the Bridge to the neighborhood street (SE Tacoma). Is there a way to calm the traffic?
126. Round beveled edges are best; angular worst. Benches on the bridge should be similar in material and design to the bridge; rock benches belong on land.
127. Charge Trimet, and trucks only for crossing fee. No fee for cars, or pedestrian fee.
128. I still do not understand why you would build a two lane auto bridge when 2 lanes has shown to be inadequate. It must be alternating 3 lanes or 4.
129. Yes, I strongly urge the deliberative bodies to pass a resolution/bill on a reasonable, time-limited toll on drivers (from Clackamas County) using the new bridge. Their refusal to "chip in" is a microscopic example of what plagues the country as a whole. Ridiculous! Is anyone addressing this issue? Thank you. / [signed] (resident of Sellwood neighborhood)"
130. Stop visioning this thing to death and just build the new bridge before the old one falls into the Willamette. You're paid a salary to be professionals...make the prudent choices and GO!
131. Putting the bike lanes on the same surface with the vehicle traffic on a bridge with the busiest per lane traffic volume in Oregon is frightening for bicyclists and motorists.
132. How is this taking so long but Trimet can build a bridge that no one ever heard about almost until ground breaking? Put light rail on it and it would have been done by now.
133. Thanks for the fine presentation. On small thing: The down arrow on the scroll bar of the Comment Form didn't work on my Mac.

134. New bridge, yes, same location, no. Congestion should also be a factor, as in 1/4 mi or so south.
135. Keep it simple. We, the users of the bridge, just want a FOUR LANE FOR TRAFFIC Bridge with a multi-use sidewalk on one end. For crying out loud, no bumpouts. Think Ross Island bridge.
136. I would like to see money spent on 4 lanes rather than benches, colors, and lighting. Traffic is so bad now, can't imagine what it will be like in 10yrs.
137. Consider adding an eastbound toll with Multnomah County residents eligible to receive a card allowing free passage. This would effectively charge non-residents for using the bridge and equalize the funding sources.
138. Please raise taxes to make the bridge beautiful. It will be appreciated for generations.
139. Clackamas County businesses and residents should have to pay their part; if not, close it down and watch them scream over the effects!
140. I'm really impressed with the design and features the CAC has come up with. Thanks to all for their hard work and dedication to this project. It's been a long, long haul.
141. Please consider tolling the bridge to make up missing funds. I support a tolling strategy that uses automated cameras to exclude Multnomah County residents from tolling, but would enforce a small toll on users outside the County boundaries.
142. The Iowa DOT developed a paint that molecularly bonds to steel. Use it to eliminate maintenance costs. / Forget about staging, close the bridge for a summer and get it done. / Reactive Powder Concrete developed by HDR (<http://www.djc.com/special/concrete97/10024304.htm>) could be used to reduce concrete and add life and capacity.
143. My main wish is that the bridge be changed so that it is biking and pedestrians only. This is for many reasons not the least of which I'd rather the people in Clackamas build their own bridge. I'm still lost on why this isn't an option. The commuters have stated that they don't want to pay for it, so it must not be needed. They can take the Ross Island to 99e and go south and east on roads that were made for commuting, and not bother our neighborhood at all. We'd be happier and the resulting bridge make over would be incredibly cheap. Why must it be inevitable that we replace the bridge to it's current use, especially since no one wants to pay for it?
144. Since Clackamas County voters declined to help fund this, you should issue barcode stickers to Mult. Co. residents so they can cross this bridge without a fee, all others would need to pay a small toll.

## Feedback Wall - Design Features

---

1. Forget the pylons/gateway! Pour all the public art \$\$ into best possible fencing. No exceptional lighting. Gotta have belvederes! 3rd bench!
2. Bike, ped access essential. 2 elliptical belvederes/side is plenty. Benches, art, extra fencing are low priority.
3. Beautiful design. Priority: bike/ped safety-separate bikes from traffic! Belvederes=yes. Bridge=art.Fence should too! Benches,gateway,art later.
4. MUST HAVE: Surface Treatments, Structural Lighting, Multi-Use Path Surfaces, Gateway, Belvederes, Benches,Fencing,Public Art. / NOT "optional"
5. Different path surface treatments are very important. I feel that the art budget should go toward the fencing element. No benches please.
6. Gateway,railing,fencing,lighting become public art-unified/holistic vs. separate elements. Benches/planters stone/steel match bridge - simple.
7. Lighting important aesthetically. Public art funds to enhance structural features; fencing, benches. Bike land needs PHYSICAL barrier.
8. Belvederes, lighting so that it's an attractive place to see/be, pylons - art can be added later, unobtrusive fencing, texture on ends.
9. Belvederes, yes! Art \$\$ for bike/ped pathway & fences. Make it beautiful-defer parts of the project if needed. Prioritize bike/ped experience.
10. Eliminate uplighting. Include only 2 belvederes. Use art \$ for elegant fencing. Limit surface treatments.
11. Gateway to support safer/calm entry is really important. If some art funding, and fencing required, gateway & fence should go together
12. Instead tacking a bunch of features on, direct effort and funds to making the structure attractive. Including public art for the fences please.
13. I am very happy about the art requirement-I would like to see a graceful, unobtrusive fence for that part of the requirement.
14. Necessities NOT niceties: slow traffic onto Tacoma/n'hood, Surface Treatments, Struct. Lighting, Multi-Use Path Surfaces, Gateway, Fencing,Art.
15. Bike lane should be elevated with pedestrians; LED, gateway, belvederes (1 per side), benches (1 per side), and art are important.
16. pylons/gateways:nice to have but not needed. Belvederes:see above. Benches:no it would attract transients. Public arts:no it would attract birds
17. Yes to belvederes, benches, & gateway with art. Portland Parks does memorial benches-perhaps some funding could come from a program like that.
18. Elliptical belvederes good. Benches-lowest priority. Sophisticated art that works with bridge. Lights good but not light pollution. No fences.

19. Round belvederes, please, with plain benches. Gateway, yes! Make things walker/viewer friendly. Use public art funds for functional aspects.
20. I'd like to see multi-use surfaces, lighting & belvederes. Don't see need for benches. Fund raise with art (but get more creative than bricks)
21. colored bike lanes with bike stencils / elliptical belvederes mirrored telliptical wood benches / Art\$ for gateway feature
22. Funding: like the idea of memorial benches/donated artwork. Could also put names in the pathway for a fee, like the bricks of Pioneer C Square.
23. Use art money for lighting the structure. Different surfaces for different users helps more than painted lines. Like circular belvederes,
24. One belvedere on each side of the bridge would be sufficient. If money is required for artwork, the gateway arch seems like the best idea.
25. No repeat of 1925 skimping- involve people of city in fundraising. Art for beauty/function,belvedeer seating,gateway, pavement art for safety
26. Still NEED 4-lane bridge, or 3-lane&Tacoma w/middle lane changes direction morn/eve. 2 belvederes. No gateway/art. Min. lights. Function saves \$.
27. Must have belvederes. Bike/pedestrian safety and access is priority - lighting and artwork secondary. Tolls for Clackamas users, not Mult users
28. For art why not recycle pieces from Portlands cast iron days, the collection is talked about in attached article. [http://findarticles.com/p/articles/mi\\_qn..](http://findarticles.com/p/articles/mi_qn..)
29. Great opportunity for an artful "front door" to the neighborhood. I really like the idea of selling named bricks to raise funds for art, etc.
30. out of country slow Internet but want bridge to be bike & ped friendly, beautiful with art for generations to enjoy, too important to skimp
31. Keep bicycles far from cars / Minimize impact of traffic on Sellwood / Forget art - the bridge itself should be the work of art
32. Agree that the Bridge is art itself, lose the Public Art option this go-round. /Safety for bikes and runners/walkers on bridge / I love Sellwood!
33. Love the entire plan! Our latest bridge should be celebrated. Include picture of original bridge somewhere + hx of planning process, etc.
34. The Multi-Use path surfaces is good, I can see that. The rest, eh, not so much. Pub art could be cool.
35. Needs: belvederes (elliptical), attractive fencing, surface treatments - very important. On the fence: arches, benches. Wants: lighting, LEDs.
36. Lighting: Minimal but enuf for safety. Bike Lane: Yes and Wide! Gateway: Unnecessary. Belvederes: 2 Elliptical. No bench. Fencing: Artistic
37. My preference would be for the round belvederes with the typical (non-rock) bench. While I favor the art fencing, it could be added later.

38. Surface treatments on the shared use path are vital in designating space. Benches as guard rail with decorative fencing. lighting for security.
39. features in priority order: belvederes, nice fencing, treatment that separates bike lane from traffic lanes, lighting on downstream side & peds
40. The paint on the hawthorne bridge is good. I like the belvederes and the LEDs will be good for safety. A decorative Iron fence is good.
41. Priorities: Pilons integrating lighting and art each ends. / Distinct paving pattern -bike lanes & pedestrian walk. / Elegant railings,belvederes
42. I would like bicycles to have a separation from road traffic - fencing, curbing, or something similar. Paint isn't enough.
43. Driving across the new mlk viaduct, I hope the sellwood bridge gets at least that much architectural detail. decorative lighting, fencing, etc.
44. Fence required areas only. Incorp rail and gateway feature(s) as one. Less 'institutional', more 'natural' design and materials.
45. Fence requirement... typical dumb result of our safety-obsessed society. So then spend the public art money to camouflage those atrocities.
46. I think benches would be an ugly nuisance. Put elliptical belvederes in the center of the span where the views are best.
47. Most important: lighting the multi-use path, belvederes/benches for resting, and path surface treatments for safety.
48. Elliptical belvederes; no benches. The marker LED will be visually too busy at night. Like the gradation in texture from bottom to top.
49. I'm a Sellwood res. I like idea of many described optional features, especially belevederes and benches.
50. simple surface with icons to separate modes 2) Elliptical/round belvederes preferred. Use art \$ for gateway feature. Keep benches simple.
51. Stenciling to separate slow/fast bike&ped traffic is fine. Elliptical/round belvederes good, but save bench funding for safety (lighting).
52. Like the round Belevederes.Benches could be added later with private donations. Markings separating different uses for bikes,etc is importlant.
53. Maybe the benches could be paid for by individuals or corporations for a 3 month or longer time and then move to the next sponsor.
54. Make this bridge as inexpensive as possible, & ensure auto traffic is the priority! Cut spending by getting rid of benches & bike features.
55. Benches necessary. Long span + neighborhood extension. Local basalt vs. granite. \$ used to separate bikes and cars vs. back on benches.
56. Keep it simple - build it soon - no need for benches - make bike/peds lanes wide - consider 20-50 yrs from now, not just today.

57. Lower priority items to save money are: benches, welcome gateway, structural lighting and special biker surfaces. Consider sponsors for these.
58. Basic stamped concrete like on Hawthorne is fine for sidewalks. No need for benches. There will be plenty of room on the sidewalk.
59. I'm surprised about how much focus is on people sitting and enjoying the view on this bridge. I doubt tourists/neighbors would use benches much.
60. I like the idea of belvederes with seating and all the pylons and gateways. However, can we afford this augmentation at this time?
61. I definitely think that belvederes are important. That is one thing that cannot be added after the bridge is built. The other features can.
62. Better bicycle separation than just paint - 4 auto lanes = faster auto traffic. Belvederes, yes. If used, LED arrays \*must\* be easily serviced
63. I think a small amount of money could be saved by eliminating the Belvederes on the far East end of the Bridge. Keep the ones mid-span.
64. Isolate bike travel from traffic please. 2 belvederes, 1 each side is important given Hawthorne Bridge experience. No bridge outline lights.
65. YES to belvederes. Round form best choice. Not something to be eliminated in budget cuts. Bridge as functional open space.
66. Good work! Could some Belvederes/gateways contain enclosed space to house rented shops such as cafes, bike shops, etc? Think Ponte Vecchio!
67. Bridge is an icon for Portland. Like the Golden Gate Bridge in SF. Make it beautiful, do not skimp! Belvederes are essential.
68. I vote for a bicycle lane at the pedestrian level, and easy access to the cemetery road. Also, yes to belvederes.
69. Yes, plan/construct at least the shells for the belvederes now. I agree that they will be difficult/costly to add later. Love the LED lites.
70. The belvederes are important, but they have the potential of looking a bit 'funky.' I vote for the more elliptical shape rather than the rounds.
71. Belvederes were included on the Salmon Creek bridge in Vancouver. I can't imagine they cost very much & they provide an important safety refuge
72. As a Sellwood resident, I want to emphasize the E Side gateway; slowing traffic, setting the tone.. it is a neighborhood bridge, not a highway.
73. Has it been considered to leave the existing bridge for bike/ped use and build a new bridge for Auto/Streetcar only? Project Team: Hi Allan, you can read about the exploration of alternatives like this in the Alternatives Memo which you can find on the website Library page (June, 2007).
74. As far as optional elements go, I think those that improve the safety and experience of walkers and bikers should be prioritized.

75. Should be a 4 lane bridge why spend all this money and not increase capacity. Very short sighted
76. Hard to balance desirability of features without knowing the costs. Of course we want it all, but how much does everything cost?
77. Just build the bridge finely. Stop trying to fancy it up. Build us four lanes for traffic and a multi-use sidewalk. Think Ross Island Bridge.
78. Sorry non-residents, the community has spoken to keep minimal traffic impact and enhance pedestrian/bike patterns. Great job design team.
79. Also, keep an eye out for the public feedback on textured bike lane surface on the Light Rail Bridge. It may be wise to include if it is safe.
80. Use bike markings extrapolated from MUTCD sec 3B-20. Varying the stretch of bike symbols will convey different desired speeds; see Fig 3B-26.
81. Could we buy bumper stickers that have some quotes, such as, "I helped design/buy/build the Sellwood Bridge" to help financially? I'd buy one!!
82. Bike safety as a concern, could we use the bumpy paints like on freeways to alert drivers of the lane?
83. If you want to save money, do as much prep work as possible, then close the bridge, and install the new one. It would go in faster, and cheaper.
84. one can always add more and more.the trick is to streamline design and function without incorporating every item on the wish list.less is more.
85. This bridge needs to be done soon- crossing a #1 low rated bridge daily is risking lives. I'm afraid it will go down before one is built.
86. Excellent virtual web open house. Thanks! I learned a lot and am proud of your work.
87. Smaller scale down lighting for peds would serve drivers too & reduce skylight blight. Build whole bridge now, pay later w camera tolls@ rushHr.
88. Community gateway & ped safety on east end essential to calm fast cars on new bridge. Bike colored concrete allows emerg. car shoulder.
89. Provide grade-separated bike lanes with other features to clarify bike and pedestrian space.
90. YES to gateway features. Very important to bring interest, safety and detail for non-vehicular users. Interactive? Weather varied?
91. Same surface between joggers & peds, different scoring patterns and/or staining. Elevated elements at boundary (lights,seats,plants,curb)between
92. Bridge feature lighting quite lovely. Upper lighting over done and 'run-way - like' - too much. Smaller scale for peds.
93. LEDs on path make that path safer and more useable. This is big bike and pedestrian infrastructure - needs proper lighting!
94. I'm still confused why we are building a four lane bridge when the east end will still dump into a two lane community neighborhood in Sellwood. Project Team: The extra

lanes at the Highway 43 interchange will increase the amount of traffic that can flow through the intersection during peak commuting hours. At the east end of the bridge, the bridge will taper down to three lanes to match up with the cross section of Tacoma St. and allow a left-turn lane for traffic turning onto SE 6th.

95. Hello! Is the proposed surface treatment for the lower section the same sort of "weathered steel" proposed for Milwaukie light rail bridge? Project Team: We're not sure what type of weathered steel will be used on the new Portland-Milwaukie Light Rail Bridge. The weathered steel proposed for the new Sellwood Bridge will be similar to the steel used on the new Sauvie Island Bridge.
96. Do the bridge right - this bridge is going to be here a VERY long time. Bicyclists, pedestrians, families, and autos. Promote use and safety.
97. Whatever the features, safety must be paramount. Apply toll to help offset the cost of building graduated for walkers, cyclists, cars, trucks.
98. There is no need for bike lanes and multi-use paths. The width of the bridge could be reduced, and use savings to make it light-rail ready.
99. We need to know the approximate cost of each feature before we can give a good response. My first reaction is we don't need most of these items.
100. Please keep the bicycles separated from car/bus traffic - physically separated (curb). Protect bicycles from cars veering into their lanes.
101. The bike lanes should be upgraded to Copenhagen style CYCLETRACKS to make it equally useful for women riders. Women's Cycle Club. [GirlyBikes.org](http://GirlyBikes.org)
102. PLEASE isolate the bike lane from traffic by elevating it to pedestrian level, and make sure bike access to the Cemetery road is seamless.
103. The most important feature is the bike/ped variegated surface - reduce safety issues & user conflicts we see on Hawthorne Bridge.
104. I really like the idea of making the bicycle lane a specific color. Something like green concrete would really defined their space on the road.
105. I also want a bridge that will reflect our community, our pride and will be something we will enjoy for years to come.
106. I appreciate the care and consideration going into all these design features. I want a bridge that will meet the needs of all those that use it.
107. We need to differentiate between features that can easily be added later and more difficult and costly to add features. Think long- term first.
108. Oregon children gathered pennies and dimes when the gold pioneer needed guilded. We pull together for community projects when given opportunity
109. Any update re: widening the multi-use path just north of the bridge on Hwy 43? It's very narrow for two directions of traffic and bike/ped use. Project Team: The scope of the project includes providing a Willamette Greenway Trail from the bridge to SW Miles St., adjacent to the Willamette Shoreline Trolley. The planned width of the trail is 18 feet.

110. No tolls/fees for Mult. Co residents who already paid fee with car registration. Toll those who use bridge but voted no to \$5 fee in Clackamas
111. Whatever happens, the traffic problem getting over the bridge needs to be fixed. Seems a bypass area to 99/224 (or 2nd bridge) would be ideal
112. 6.5' is too narrow for opposing-direction bicycle traffic. People use bicycles to commute, and go fairly fast to make commuting times viable. Project Team: The 6'5" lanes are for one-directional bicycle traffic on either side of the bridge. This is in addition to bicycle accommodation on the 12' shared-use paths.
113. Most sidewalk traffic is bikers and joggers, not walkers (nothing on west side to walk to). Be sure that the bridge safely supports both.
114. Do a walking path with a surface made of recycled shoes that Nike donates. They currently donate recycled shoes creating basketball courts
115. Please just close the bridge and do not rebuild it. Having the associated traffic from this bridge is very bad for Sellwood.
116. Build the bridge first, and when funding is more available, build all the fancy benches and art works later
117. I still want a 4 lane bridge. And, Tacoma needs to be changed back to a 4 lane street to accommodate a 4-lane bridge.
118. Something needs to happen to improve the flow of traffic from downtown during rush hour, the turn-taking causes a slowdown.
119. @Matt - the associated traffic from the bridge is where the businesses are getting their customers from.
120. Don't use overhead lights at all, they just make light pollution use directed LED lights and make them motion sensitive.
121. I was not able to add my email to the "join project mailing list." I hope all the features mentioned will be able to be added to the project. / Project Team: Thanks for the note about the broken link Debie. It should now be fixed!
122. Safety first = gateway. To Sheryl, Brett and Dan Houcks, build your own 4 lane bridge in Clackamas County
123. Still very concerned about the impact to the neighborhood. Only two auto lanes! This is not a freeway.
124. First, it is being built in the wrong place. It should be at the end of hiway 224 connecting with hiway 43. Concrete cheaper than steel
125. Move the bridge about a mile south and connect to 99. Not looking forward to 1500 semis/ buses crossing 13th each day.
126. Appreciate consideration for multi-use and, most importantly, for the neighborhood. Leave capacity for art and benches but hold off until later
127. Let's just get a new SAFE bridge built and worry about the "pretties" later when funding is available. I like the idea of corporate funding.

128. I'm sure I am not the only Portland resident who is upset. We need a toll and a pass for Multnomah County residents, we will pay and so will Cla
129. Let's just get the bridge built - I'm so tired of riding my bike on a narrow sidewalk. Please separate non-motorized from motorized.
130. Build bridge farther south. Such a shame to spoil Sellwood unnecessarily. Keep old bridge for bikes and festivals.
131. I like the bike lane and sidewalk. However, it will be difficult to pass another rider when in lane. Can recreational riders still ride on walk?
132. Lighting of structure could be one of the cost saving measure.
133. Funding needs to be prioritized to implement neighborhood focused safety features for cars entering Sellwood onto Tacoma Main Street.
134. What can we do about the backup of cars turning left from Hwy 43 onto the Sellwood Bridge and also from Tacoma St onto 13th?
135. The bridge is much higher than the waterfront bike paths; has any provision been made for future elevators like in other bike-friendly cities?
136. Please put slow down bumps on Tacoma coming off the bridge. I see people going 50+ miles per hour there. Slow down!
137. The basic elements would be fine, as the county/state doesn't have funds for the extra "nicetties".
138. We must divide bikes from motor vehicles by more than just paint! Consult Alta. Belvederes? Yes, two. None at the east end. Round with seating so that people can pause to enjoy the view. This bridge is...
139. I love the idea of a toll as well. Toll, exempt nearby residents. Bicycle, pedestrian and tram access only. No cars.
140. Reverse comments to put most recent first... not last. We need benches and beauty. The transients already live under the bridges.
141. Add a commuter toll for Clackmous commuters. Essential that bridge is is bike, tramway and pedestrian strong. Cars are on their way out...
142. about the design with 2 lanes for cars, 4 for bicycles. WHAT THE HELL? have you driven across that bridge lately? we need 4 lanes for cars.

## Feedback Wall - Cost Savings

---

1. Tolls but include everyone especially bikers. Seek commercial sponsors for features. No more federal funds -- we already overspend as a nation.
2. Funding gap can be made up by taking back the \$ "Mayor" Adams stole for light rail. Eliminate all bike features as well.
3. Other than tolling, which I support; cut aesthetic features such as belvederes; use % for art for required functional aspects such as fencing
4. sell old pieces of the current bridge. I want a piece of it! Recycle old steel for some good money. too bad it is not made of gold.
5. Institute a voluntary donation for any user to provide, those willing users from Clackamas County and others too (me in WA Co.)
6. This cyclist favors bike city lic & small annual reg fee w timeline for reduced costs & small ticket fee for non-compliance; portion 4 bridge
7. Wanted: a political leader who will forward needed regional study now. Begin volunteer donations, memorial bricks for bike path, bike lic \$ reg fee
8. a special bill/measure for tax(1 time?)for locals/businesses who use the bridge regularly and/or ask for corp sponsorship from local co's.
9. You need to find a way to make bridge users pay for the bridge, esp all of those cars from Clackamas who pay low taxes & drive to jobs in Mult.
10. Seek Funds, plan & initiate phases so structure is there, fundraise, sell bricks, buttons, etc make it a community project we do together & love
11. Reduce the width of the sidewalks by at least two feet, eliminate the viewpoints, charge bicyclists a lic & reg fee, add a dime to transit fares
12. Here's a novel idea: Start enforcing the 30 mph speed limit on Tacoma and the bridge. This should yield millions of \$\$ from speeding tickets.
13. Do not delay any phases of the project. Continue to solicit funds from Clackamas County & the federal transportation or whatever federal agency
14. all counties of the Portland Metro Region should want to and be expected to help in the funding of this shared use bridge.
15. Sell naming rights to the bridge similar to PGE Park now Jeld-Wen Field Park. Sponsors for benches/arches/artwork/Lighting/Bricks. TAX CLACKAMAS
16. Raise money with memorial bricks & voluntary coffee tax?(these are fun ideas!) \$.01? coffee shops They drink coffee in Clackamas county too!
17. Donations, and other fund raising things (bake sales, bumper stickers, annual run/walk, etc.). Sponsorship of the benches...great idea!
18. It won't cover the entire \$ gap but let's sell memorial bricks and take a few feet from the bike path.

19. Start by selling the Wapato Jail to ICE for its new illegal immigrant detention center. You will have a surplus of money!!
20. What about Sam Adams' millions in discretionary funds? Or did that all go to trips to Asia and Europe?
21. Charge a toll..including bicyclists; bike riders should also be licensed, taxed, and regulated to pay for the roads they use.
22. If we spend the money to make the bridge bike friendly then make the bike riders pay.....
23. Keep interchange as it is on the west-side, put in a 2-way cycletrack on one side of the bridge with good connections
24. I second 1) deferring non-structural work on the westside after improving ped/biker safety
25. Leave the existing bridge open for only bike/foot traffic. Build a new car only bridge next to it.
26. Keep it simple. Small lane for bikes. Small lane for peds. One or two belvederes. "Gateway" isn't necessary. Maybe a multi year mult co. DMV fee
27. Please no two-way cycle tracks on one side of the bridge. Decommissioning the bridge to cars and opening to bike and peds sounds fine to me.
28. defer work on westside interchange. If safety can be improved somewhat for bikes and pedestrians, it would seem functional enough for now
29. One more and I'll shut up. Don't replace the bridge. Close to cars; open to bike and peds only. Very cheap, very easy. Nothing more to discuss.
30. Bicycle and Pedestrian access only would save money.
31. Sellwood bridge is in a BEAUTIFUL Greenspace. Build the bridge without cutting bicycle & pedestrian infrastructure. this is critical get bike\$\$
32. Form bi-county commission & build appealing but no-nonsense bridge between 224 and Hwy 43. Save old Sellwood bridge for bikes, walkers, events.
33. We shouldn't skimp on bridge that lasts generations.I support tolling & MultCo residents should get free pass b/c we are already taxed thru fees
34. The registration fee for multnomah county residents should be rescinded and the the money plus the 20 million made up for with tolls.
35. Tolling Or Tax increase Lake Oswego, West Linn, Sellwood, Milwaukie. Since Bridge is only 2 lane skip interchange on west end. Need 4 lanes
36. Please take your heads out of the sand and look at the past at the Interstate bridges for how the toll should be done.You duck the issue.
37. YES, to motor vehicle tolls, NO tolls for non-motorized bridge users (who contribute insignificantly to deterioration of the structure).
38. I suggest a user fee for non Portland and non Multnomah County residents. I live in Clackamas County and voted for the motor vehicle surcharge.

39. Tolling a logistical nightmare. Favor a State infrastructure highway tax (mileage & weight), apportioned to each county by population.
40. delay west side interchange for now. I support the graduated tolling fees idea.
41. Multnomah residents get a "bridge pass" windshield decal when they pay vehicle reg. Anyone on bridge without the decal gets a \$150 ticket.
42. Corporate Sponsors is an options for things like lighting, decorative things, etc. Consider a electronic toll system, like CA has. Pay as you go
43. We know you're looking for new ideas, but there is obviously HUGE public support for a toll to Clack County users. They MUST pay!!!
44. You could toll the temporary bridge? I'm with others, can't think of any \*new\* ideas. Tolling is the most logical way. Exempt MultCo residents.
45. Consider tolling on Tacoma Blvd rather than the bridge directly if this is easier to implement.
46. +1 for a toll camera to bill Clackamas users.
47. Hire a software developer to identify license plates with a camera and send monthly bills to people who cross and collect the fees starting now.
48. Tolls, graduated for pedestrians, cyclists, cars, trucks. No tolls for public transport.
49. The bridge should have a one-way toll for motorized vehicles traveling from the East side to the West side (a la New York City bridges).
50. Toll it and toll it now (for the immediate funding needs). Why discuss this? The users need to realize that they have to pay one way or another.
51. Toll it-Clack. residents need to pay. Developing a toll system would not be a waste, but could be used on future projects. Use ODOT toll studies
52. It's unfair to have Mult Co and PDX provide only local funding. Perhaps retrofit red light cameras to check license plates & bill C Co cars?
53. Surely it's not legal to toll Clack Cty folks and not Mult Cty folks. But you can toll all & Mult Cty could rebate tolls paid to its residents.
54. I live in Westmoreland and FULLY support a toll. Selling bricks is also a good idea, but probably can't raise \$20M. Art & gateway can wait.
55. lets forget the idea of tolling. this is not the East Coast or the State of Illinois. next will be tolling for I-5 bridge. it never ends.
56. cost of tolling (install, billing, maintenance) without good traffic volumes may not work. defer items that are easy to put in later, eg benches
57. Toll Clackamas county residents. They are the biggest users of the bridge. Multnomah county residents are already being taxed for the bridge.
58. I love the idea of only tolling those that are outside of Multnomah Co.. Clackamus and Lake Oswego really should add their own bridge.

59. Everyone without Mult Co registered plates pays a toll every time they use any bridge in Mult Co. Enough to pay for Sellwood and I-5!!
60. Two words. Toll Bridge. Pure and simple. No more delays. No more money wasted on study after study. Get it done.
61. Clackamas County drivers should have a choice. Vote to add \$10 to their vehicle registration or pay \$4 toll to cross the bridge.
62. Toll everyone apart from Mult Co residents who already pay. Borrow money against future toll revenue to fund the project now.
63. Tolls are much easier than you think. A camera and computer can capture license plates, exclude Multnomah plates and bill everyone else monthly
64. Toll it or close it.
65. Increase to 4 lanes and Toll only 1 lane each direction leaving one lane each way open for Business and public transportation that already pay
66. Tear down the current bridge and toll all roads leading from Clack. County into Mult. County. Treat them like the isolationist hicks they are!
67. That is a great idea to add red light cameras to check license plates & bill C Co cars? YES!!!!
68. do away with the prevailing wage condition in the construction bid contract- will save lots on money
69. Use the rock that is removed from the westside to create the separate pathways on the bridge (bike, ped, etc). Reuse old bridge cement as paths.
70. Delay the west side interchange. I'd rather delay that piece of the project, than have a bridge that looks like an overpass.
71. Don't build an elaborate westside interchange; leave the existing interchange in place because it's enough for a two-lane bridge.
72. pioneer square makes me think something that may be doable. sell bricks or something for \$100 or so each. Donors can add their name to it.
73. raze the bridge. that is it! no replacement. Very cheap option.
74. Save \$m's with a narrower bridge that still has an adequate bike/ped path. Or is the real agenda a wide enough bridge for 4 car lanes someday?
75. This bridge should be rebuilt; not replaced. A \$300 m boondoggle driven by the bicycle lobby, not reason. I hope you can't find the money
76. Rather than reinvent the wheel regarding the west side interchange, keep it pretty much as-is with better adaptive / predictive signaling.
77. Howard's two ideas are good. Maybe the sponsored bricks should delineate the pedestrian or bike paths.
78. The most obvious way to save money is my reducing the absurd 37ft width for ped/bike use. Even the new transit bridge for PMLR has only 28ft.

79. Sell memorial engraving/sponsorship on the railings. \$250 per linear foot of engraved railing would raise about \$1,000,000 if you sold out.
80. Delay or reduce the west-side exchange part of the bridge. Our Clackamas Co neighbors could fund raise for that portion on their own.
81. Would rather decommission the bridge than cut too many features and amenities--and have to live with the downgraded result for 100 years.
82. If Streetcar rails are included in the bridge deck, could FTA be asked/expected to contribute?
83. Live in Washington Co & use it ~2x/wk. In addition 2 myself, you might b surprised how many ppl r > than willing 2 pay \$10-\$15 at once; no toll!
84. Start selling ad space on the existing bridge now (the mid-span banner structure is empty 99.9% of the time). Recycle material from old bridge.
85. In future, we need a regional bridge authority so everyone contributes and we don't have a repeat of the Clack Co. vote It's a system stupid!
86. reduce the width of the new design by eliminating the option to carry light rail by eliminating one lane of walking traffic and one lane of bike
87. Don't see why we need sidewalks on both sides of the bridge. Put one sidewalk on the current sidewalk side and shrink the width of the bridge.
88. How about a fast food and Coffee tax around Selwood or Clackamas. Start that now and you will \$20M vert quickly
89. what about a tunnel under the river. don't we already own a drill machine . it was used for the sewer project.
90. tax the bike riders.....
91. My husband's motorcycle license came up; over half the cost was for this bridge, which we never use. GRRR! Who do I complain to about that?
92. Put convicts (free labor) and community college students to work on it. Also, provide work to Portland residents. Why out of towners won the bi
93. The 2015 Sellwood Bridge featuring: Nike, Fred Meyer and Schnitzer spans Security Signs lighting Ross Island Sand & Gravel civil surfaces etc.
94. Fast track the replacement next summer by closing bridge Use Reactive Powder Concrete from HDR. Use molecularly bonding paint from the Iowa DOT.

## Other Comments

---

1. Okay, so saw that you had the "hey ask us what you think" sign up again. Even though I know you are going to do whatever you want to do, regardless of what the majority of the users of the bridge suggest. I'm going to throw in my two cents - again. It's simple thing. We want a simple bridge at the best value. Nothing fancy, just something to drive, walk or bike over. And here's the big one,...4 LANES FOR TRAFFIC !!!!! then re-stripe Tacoma back into 4 lanes. If you use the bridge for work you know how backed up it gets. Then put a multi-shared sidewalk on one end. Just look at the Ross Island. We what that bridge there. Use the same alignments as you have now. Nothing fancy,...it could easily be done, quickly and cost efficiently. And for Heaven sakes,...no studied "bumpouts/viewpoints" It's a bridge, not a viewing station.

2. Why do we keep getting "open house" and Studies done?

The Bridge is old, lets STOP WASTING TIME arguing about it and just replace it - before it falls into the Willamette river with a bunch of people on it...

3. I like the idea of no decoration for the structure of the bridge. Concrete by itself is good enough.

I don't believe different textures on the paths would really segregate traffic. On the hawthorne bridge common courtesy and white paint seem to work quite well. I don't see the point for a gateway either.

Not having these features would add funding for what I think is really important: Belvederes and stone benches and the LED lighting. I think LED lighting on the pathways in addition to being a cool added affect would also be a really important safety feature. Light deters crime. It also adds much to the aesthetics at night. The more lighting the better. Since we are talking LEDs it probably precludes the kind of fun things that are done with lights on the Morrison bridge, but it would be nice to have a lot of it.

The belvederes would also be a nice safety enhancement and a really big positive to the aesthetics of the bridge. I would prefer stone benches, as they are harder to vandalize. If we are looking for art enhancements, we can even have mosaics or pigments in the concrete to discourage vandalism.

As for the fences, again, I think decorative ironwork with pictures in the fence would enhance security and be aesthetically pleasing. Each section of fencing would have pictures of river transportation woven into the design. When going across the bridge you would go from canoes to rafts to sailing ships to steamboats to ocean liners as you went along the bridge, the flow of history going with the flow of history. It would make a walk along the bridge that much more interesting as detail is added.

4. Since we did not get the necessary funding and over 75 percent of the bridge use is from Clackamas County I highly suggest raising funds with a TOLL Bridge.
5. WHY DO I WANT TO HAVE ANY THING TO DO WITH THIS BRIDGE! I HAVE NEVER BEEN OVER IT NEVER HAD TO!

AND NOW I AM BEING FORCED TO PAY FOR SOME THING I WILL NEVER USE IN MY LIFE TIME!!!

6. There should be sidewalk connections to future sidewalks on the east side of Macadam and OR 43, both north and south of the Sellwood Bridge. From the bridge north, the sidewalk should continue at least down to grade, beyond where the connection down to the trail is, so as to facilitate a connection north along Macadam to the existing sidewalk several hundred feet to the north.

To the south of the bridge, the east side sidewalk should continue on the structure beyond where the trail connection takes off. This sidewalk should continue on the structure south to where the structure touches down at grade. While there is no sidewalk there now, people walk there, and a sidewalk can and should be built in the future. It is foolish to build a structure like this without this sidewalk, as it is much more expensive to add it later than build it at the same time.

7. There should be a crosswalk at the west end of the bridge, in line with the east sidewalk on the north and south ramps. That is, there should be a crosswalk on the east leg of the intersection. This would facilitate pedestrian travel along the east side of Macadam/OR 43. See also my comment about the sidewalks extending down to grade on the east side of these roadways, to tie in to future sidewalks there.
8. Please consider using Reactive Powder Concrete for the arch and deck. Chinese engineers have achieved ~40% reduction in materials.

If using steel, consider paint that molecularly bonds to the steel.

Consider closing the Sellwood bridge altogether for 3 months to complete the bridge and avoid the staging costs.

Why Metro and your organization could not come up with one bridge design for both crossings to clear span the Willamette and the Columbia Rivers seems like a big waste of money.

9. I think that 24 feet of width for pedestrians is way too much. Given the projected use by pedestrians, it seems to me that one 12 foot sidewalk (probably on the North side) would be plenty. If sectional symmetry is a must then go to 2 8 foot walks. If the plan is make the walks oversized to accommodate some future widening of the roadway, then that's a different issue.
10. I especially like the belvederes as they could encourage even more pedestrians and cyclists to walk and ride across the bridge. They are also a good safety feature. Also like the arch plan of the bridge.
11. I speak for my fellow Milwaukie residents in support of a new bridge! On weekdays, when crossing from McLoughlin into the Sellwood district, it takes at minimum twenty minutes to get to the bridge, and on school days it is considerably worse! Then driving over the two lane bridge is a nightmare when there's a line backed up all the way from 17th Avenue, plus you're watching out for pedestrians, bikers and battling pot holes which slows the trek down substantially. The worst part of a days commute involves the

fact that the bridge has only one lane each way for traffic. I work on Terwilliger Boulevard and to get from the top of the hill and down is no less (not kidding) than a 30 minute commute because the traffic for people waiting to get on the ONE LANE BRIDGE is backed all the way up the hill! For God's sake if you do build a shiny, new bridge build ATLEAST 2 lanes each way and raise the speed limit to 40mph!

12. I hope there is going to be a real live traditional open house to make comments but I doubt it will happen. Probably some consultant thought this would be a great idea to save staff time and money, but it is a real disservice to the public. There is too much information to digest sitting in front of a computer screen versus going to an open house for an hour and having a chance to zero in on the information stations which are of particular concern and talking to project people face to face.

I am very disappointed and irritated at the Sellwood Bridge Project for doing this end run on the public when it is finally crunch time. Prior to this I think the mechanism to get public input has been quite good.

13. Busiest most successful Bridge in North America is TOLL, PRIVATELY BUILT, PRIVATELY OWNED, and PAYS TAXES, has been for some 70+ YEARS. Detroit Mich, to Windsor Ontario. An ONGOING SUCCESS !
14. Yah - - living in Troutdale, it's like I will drive my motorhome across this bridge - - NOT! Looks like it is finally time to leave this LIBERAL pile of \*\*\*\* county!
15. Given the budget issues, a possible solution could be to build a more basic affordable bridge designed entirely for vehicle traffic just north of Elk Rock Island connecting the 43 to 99E near Dogwood Park. The current Sellwood bridge could be converted into a 100% pedestrian bridge for walkers & bikers which would further enhance the sellwood neighborhood. In addition, if the bike path on the West side of the river could be developed somewhat to make a more comfortable bike or walk from downtown, the entire loop could also contribute to bringing more traffic though the south waterfront. If these steps were taken the traffic flow would be more efficient, the project would be more affordable. The pedestrian loop from Sellwood to downtown would offer unique character to an already charming part of Portland that would draw foot traffic and help with the development of the south waterfront.
16. The only thing I have to say that I have repeatedly said is that it is ridiculous to build another 2-lane bridge; it needs to be 4 lanes. No other bridge in Portland is only 2 lanes. Since the Sellwood bridge gets so much traffic and the distance between it and the next nearest bridges is quite extensive, it definitely needs to be 4 lanes. Why spend that much money for a 2 lane bridge!
17. Where can a breakdown of the bridge's itemized costs be found? I'm shocked that it may cost \$290 million dollars for a simple bridge! With potential overruns, it may well be estimated at nearly a third-of-a-billion dollars for a bridge? How can this be?
18. I am considering signing a new lease in Sellwood for my business and need to know how this bridge construction will impact my business. With the economy, we already struggle to keep business up, so please let me know if this bridge construction will in ANY way create a deterrent to people crossing the bridge. I am very concerned even with the temporary bridge construction, as I could easily see this affecting the flow of traffic

somehow, even in peoples' mind sets, not even knowing if it's actually slowing traffic or not.

I'm a very small business with very little cushion for slow times. Please let me know your thoughts.

19. Congratulations to the Sellwood Bridge Team for the outstanding job it has done from the outset in getting community involvement in the design decisions for this project. Portland is a world class leader in the way it has handled this project, and I applaud all of the participants in coming up with a sound design and manageable financing for a much needed piece of our local infrastructure.

Back in the early planning days, I attended many of the community meetings in Sellwood to make my personal voice heard about the need for limited vehicle impact and maximized accessibility for bikes and pedestrians. I participated in the design recommendations and was pleased to see many of my ideas adopted in the final design plans. The Sellwood bridge is a signature part of the Sellwood community and it has a dramatic role to play in the character of our location within the City of Portland. The old bridge has served its purpose and it is now time for a replacement which may be tasked to serve another century.

Many great ideas are part of the final feature set to be incorporated and I would hope that the decision will be made to find the funding to maximize the current value of the features that will be included. I like the idea of a physical barrier between vehicles and bikes/peds since I once fell off the Sellwood bridge sidewalk into traffic with my bike and was almost killed. The shoofly idea was a great idea and will enhance the construction experience. I like a modest surface treatment for the top and middle sections of the bridge. The LED structure lighting would make a dramatic statement for the evening and add to the appeal of the bridge. Multi-use path surface treatment may be a source of economization, but something other than plain concrete would be highly desirable. A pylon of some sort on the eastern end for flags, community event banners, flowers, etc. would be a positive force for community identity and should be incorporated in the initial design if it would be more costly to include at a later time. Four round overlooks with benches at the center two arch span apexes are critical for inclusion at the outset. These are essential elements to the pedestrian experience while crossing the river. Whatever fencing that is used should minimize the visual impact on the views north and south. Perhaps chain link initially for cost, replaced at a later date with something more revealing and attractive. Best use of artworks would probably be at the overlooks or the gateway. The limited comments I read on the open house pages don't seem to offer much useful information to your final decision process. Perhaps another go round with a survey would help with this process. I know time is running short but I am so glad to finally see the start of groundbreaking for the new bridge.

Once again congratulations to everyone who has made the Sellwood Bridge project a truly community event. And I dare say at this point a very successful project so far.

20. I am a clackamas county resident - even though the funding source (\$5 registration fee ) was voted down... I believe there are clackamas county residents who would like to

contribute \$10 to the sellwood bridge project.. If you create the ability to donate to the bridge I would be happy to donate \$10 and I would also be happy to tell my clackamas neighbors and coworkers who were in support of the sellwood bridge where they can donate \$10 ... west linn residents recently raised over \$100k in donations to support the local schools - I personally like donating vs voting to create a semi-permanent taxbased funding source

21. I live in Clackamas County and use the Sellwood Bridge every day. For the record, I voted yes on 3-372 which failed in the last election. I still strongly believe that Clackamas County should be paying for their use of this bridge. Is it possible for yo **[comment was cut off, request for clarification was not answered.]**
22. I filled out the survey on the Sellwood Bridge then visited Seattle Art Museum's Olympic Park. The requirement for high fencing over streets at either end of the Sellwood bridge could be handled the way that Olympic Park handled the requirement for fencing their bridge over the railroad. SAM commissioned an art piece that met the requirement for fencing yet was an interesting and attractive piece of art. Since money is budgetted for art, you get two for one and it could provide the gateway to Sellwood that people want. See <http://www.seattleartmuseum.org/emuseum/code/emuseum.asp?collectionname=WEB.Olympic%20Sculpture%20Park&style=browse&currentrecord=1&page=collection&profile=objects&searchdesc=WEB.Olympic%20Sculpture%20Park&newvalues=1&newstyle=single&newcurrentrecord=9> to view the art piece and how it is incorporated in the bridge.
23. I know an incredible number of people in both Clackamas and Multnomah counties, all with opinions about how to fund this bridge build. An overwhelming number of people from both sides of the fence blurt out "Toll Bridge"! Has this option been given more than a cursory glance? I think that tolling those who use the bridge (minus bikers and peds), THEN REMOVING THE TOLL once the bridge is paid for silences the nay-sayers. I know toll bridges are antithetical to the way Oregon does things, but in this instance, I think it may be the most appropriate way to go. Listen to your citizens. I have been, and the word on the street is that this is right and fair.
24. Make it a toll bridge with all money collected used exclusively for bridge funding and maintenance.
25. The County has performed no work on the Morison Bridge for several weeks, this has had a large impact on the community, what steps will be taken to ensure this situation won't happen on the Sellwood Bridge?
26. We need to replace old bridges with ones that are earthquake resistant, can carry increased traffic, have simple bike and pedestrian lanes. I have very little faith in ODOT doing any project correctly or in a cost effective manner.
27. Why are WE building a bridge used mostly by people who refused to pay for it?? This is stupid and irresponsible use of our tax money. Why not just close the bridge to vehicle traffic, leaving it open to pedestrians & bicycles only. When Clackamas comes up with a fair share of the money then maybe build the bridge. If they don't like it, they can always build their own bridge in their county.
28. I was a day late on the public comments, but it looks like you had a good response. However, I don't know how many of them were useful (ie "Move the bridge" and "more

lanes"). I would like to add my \$0.02 if possible. I think Portland should move towards lighting that reduces upward light scatter. This light scatter particularly noticeable on the Sellwood Bridge because of the dark trees on the west side. I would only put the minimum amount of lighting under the bridge necessary to enhance safety of river users. I would also use the least amount of light required for the bridge deck. I like the rounded belvedere with bench integrated guardrail. This way a cyclist could easily enter the belvedere and rest easily. The angular belvedere would require an abrupt direction change if the cyclist wanted to do a ride-through (minding the pedestrians of course). That is all I can think of. Thanks for listening.

29. bike and pedestrian lanes are a must for sure as well as pull outs with benches so people can stop to look north downtown and St. Helens.