



Online Survey #5 – Selection of a Preferred Alternative

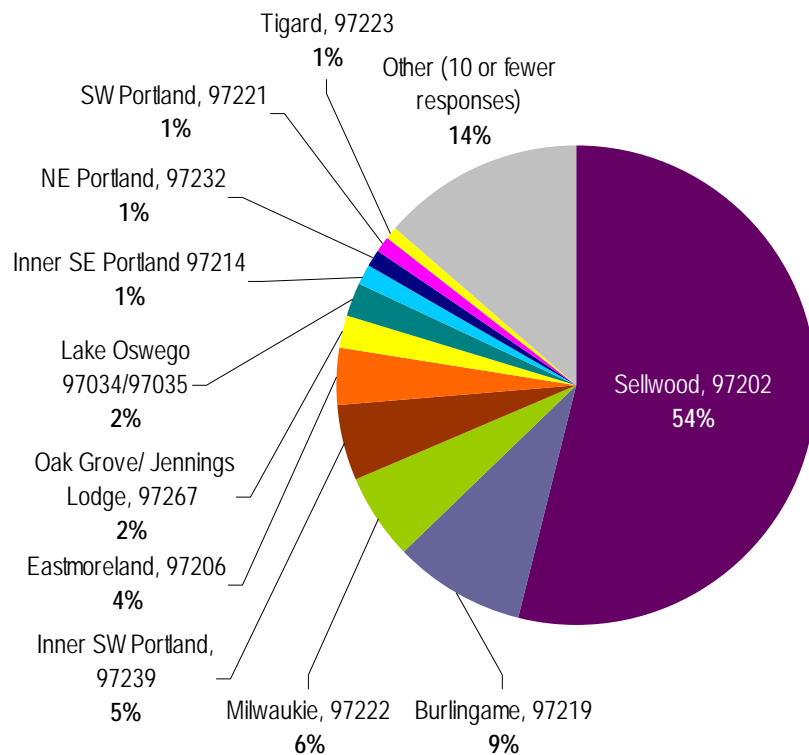
The fifth online survey for the Sellwood Bridge study was posted on the project homepage (www.sellwoodbridge.org) from November 7 to December 22, 2008. This coincided with the public comment period for the Draft Environmental Impact Statement (DEIS). The purpose of this survey was to obtain public feedback on a locally-preferred alternative for the Sellwood Bridge project. As with the previous surveys, the information obtained was used to inform the project decision-makers. Responses to the Sellwood Bridge online survey were not considered to be official comments for the project record and were not responded to in the DEIS.

The online survey, public comment period and DEIS availability were publicized through a mass mailing to 23,000 households in the project vicinity, via an email announcement to the project database, through the local media (including newspapers, radio, and interest group websites and blogs), through a display ad in *The Oregonian* (12-4-08), at community briefings, and via a banner over the bridge throughout the comment period.

By the end of the survey period, there were 1,124 completed surveys from interested persons in the Sellwood neighborhood and throughout the Portland metro area. This report details the results of those responses.

Survey Demographics

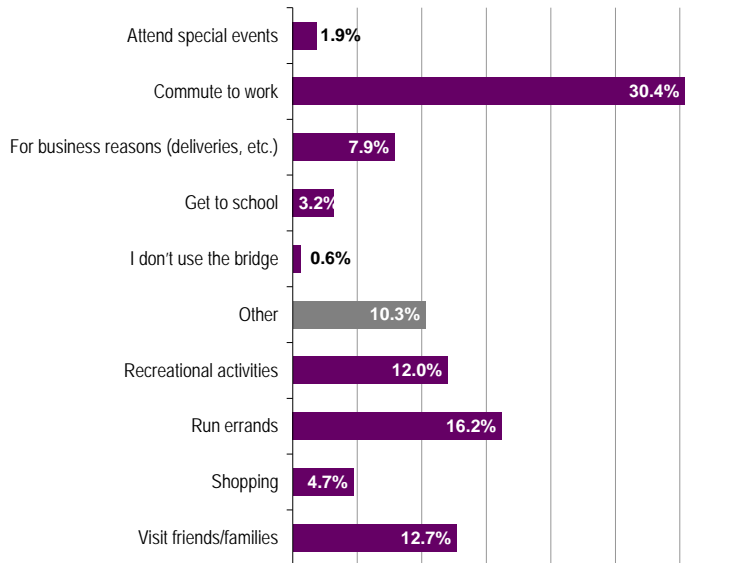
*Questions 1-3 asked for demographic and contact information and to determine the ZIP code distribution of survey participants. Survey responses came from a wide area, representing many ZIP codes within the Portland region. Previous surveys averaged 1/3 response from the greater Sellwood neighborhood and outer southeast communities (97202), and about 2/3 representation from the metro-wide area. **This survey had a greater percentage of responses from 97202 than the previous surveys, representing 54% of all responses (602 of the 1,124 received).***



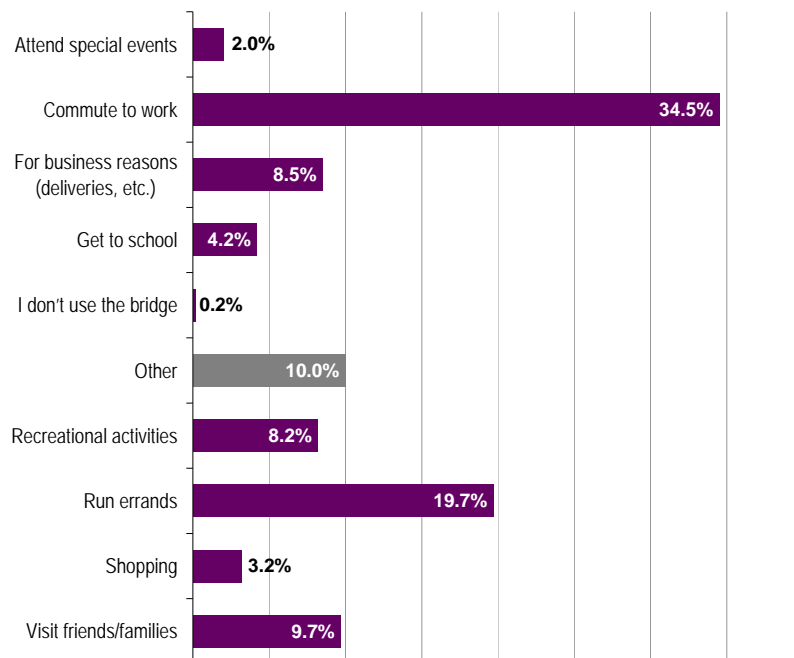
Survey Responses

Question 4: What is the primary reason you use the Sellwood Bridge? Choose only one.

30.4% of respondents indicated that they use the bridge primarily to commute to work. Running errands, visiting people and for recreation also received strong responses.

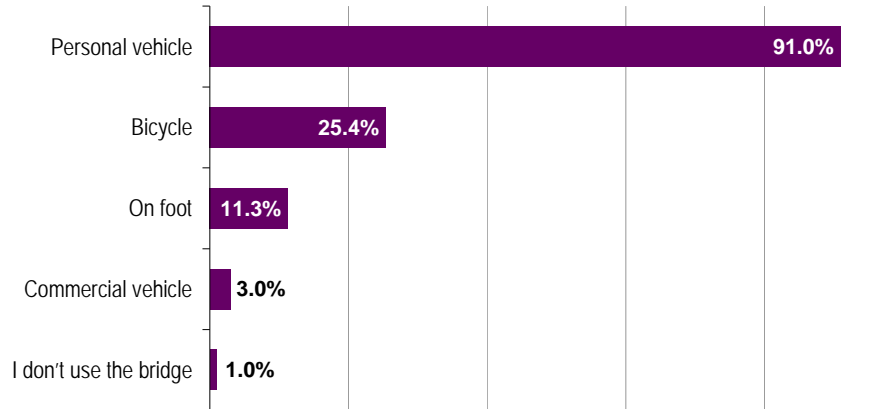


Looking only at the responses from within 97202, the same general pattern can be seen, with slightly more people using the bridge to commute to work (34.5%) and running errands (19.7%).

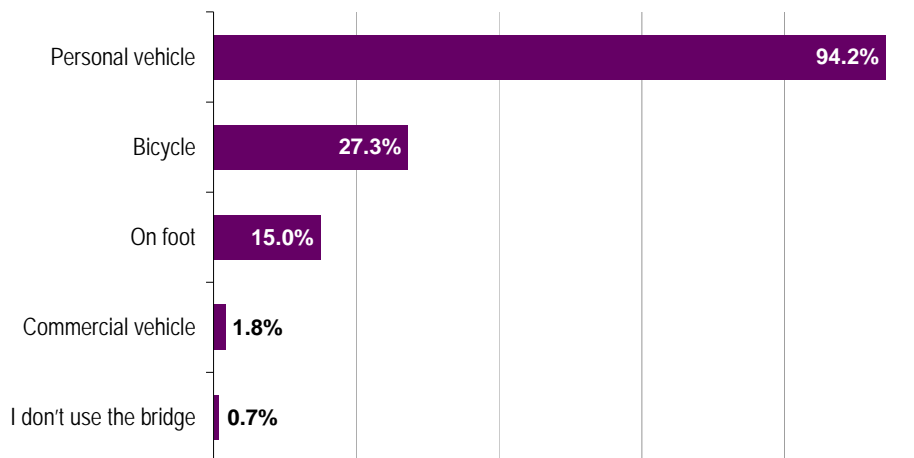


Question 5: How do you usually travel across the Sellwood Bridge? Check all that apply.

The vast majority of respondents (91%) indicated that they usually drive across the bridge. 25.4% also cross the bridge on a bicycle and 11.3% sometimes walk.

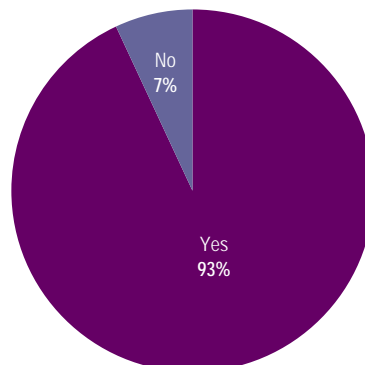


The answers were very similar for respondents in the 97202 ZIP code.



Question 6: Have you already viewed the Draft EIS page?

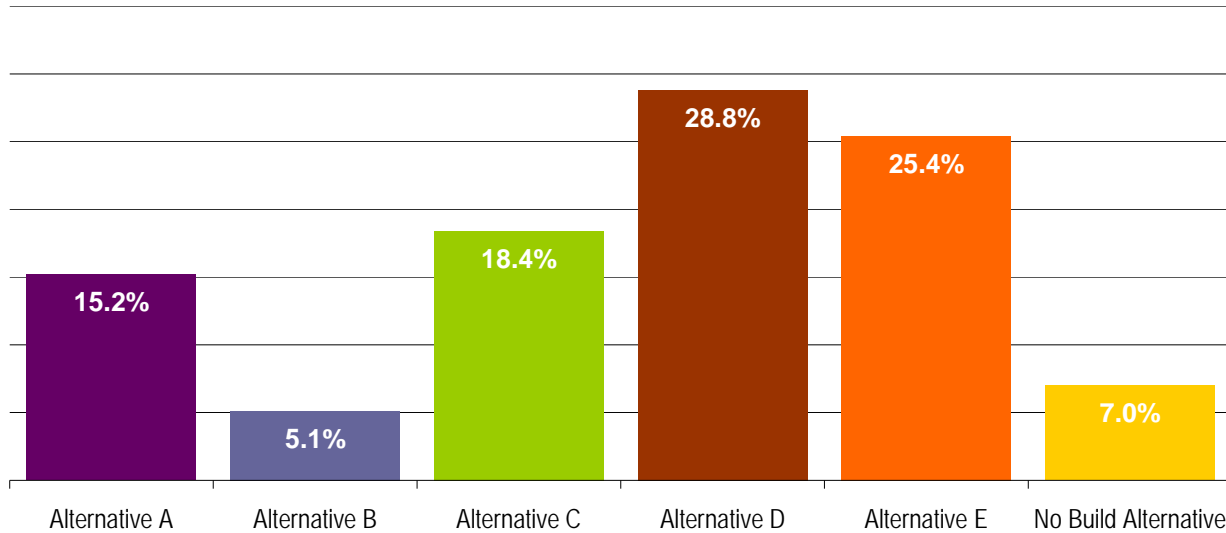
This question was required in order to ensure that respondents were notified that reviewing the DEIS summary information on the project homepage would help them better make informed choices. 93% indicated that they had reviewed this information and 7% had not. The responses for 97202 were nearly identical (95% and 5% respectively).



Question 7: Which of the following alternatives do you *generally* favor the most? If you choose a build alternative, the next question will give you the opportunity to suggest changes. (Required, choose one)

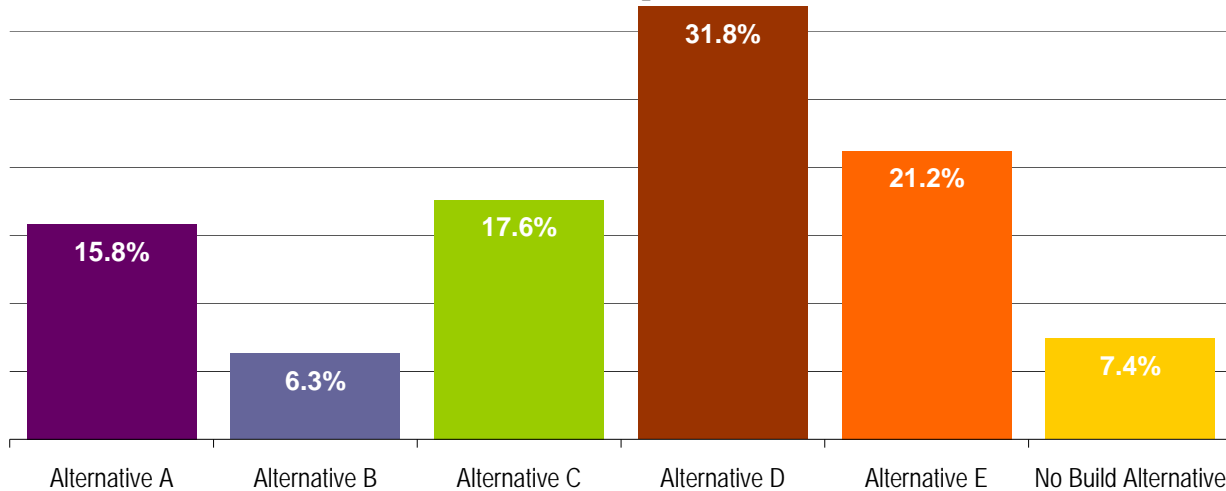
The three “Build” alternatives (C, D and E) received the most responses overall. Alternative D was the top choice, garnering 28.8% of responses. Alternative E was a close second with 25.4%. Alternative C received 18.4% of responses. Alternative A was the most popular bridge rehab option with 15.2%. The “No Build” alternative received 7% of the responses.

All Responses



Responses to this question were nearly identical for the 97202 survey participants. Alternative D received slightly more support at 31.8%. Alternative E received slightly less support at 21.2%.

97202 Responses



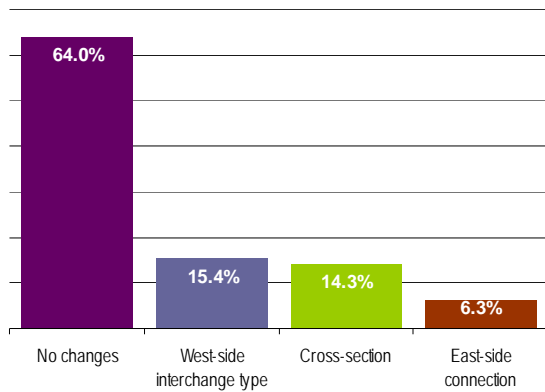
The Locally Preferred Alternative can be a combination of elements from more than one Build alternative. The elements that can be changed include the west-side interchange with Hwy. 43, the bridge cross-section (lane configuration), and the east-side connection with SE Tacoma Street.

The next group of questions (8-12) pertain to modifying the alternatives to create a hybrid “Build” alternative. Participants were given the option of modifying one of the above elements.

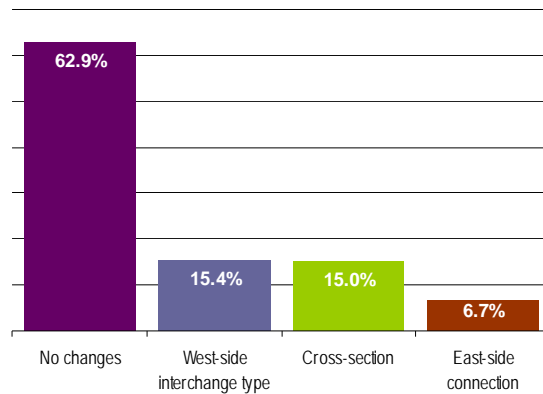
Question 8: If you could modify one element in the alternative you selected above, which of the following would you change?

The majority of respondents (64%) elected not to modify their chosen alternative and instead skipped to Question 13. 36% of respondents decided to change an element of their preferred alternative. The results were nearly identical for 97202 respondents.

All Responses



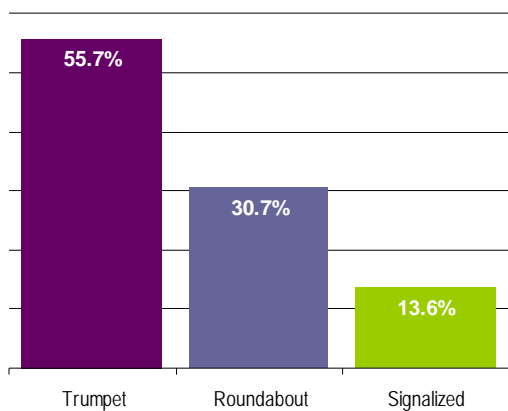
97202 Responses



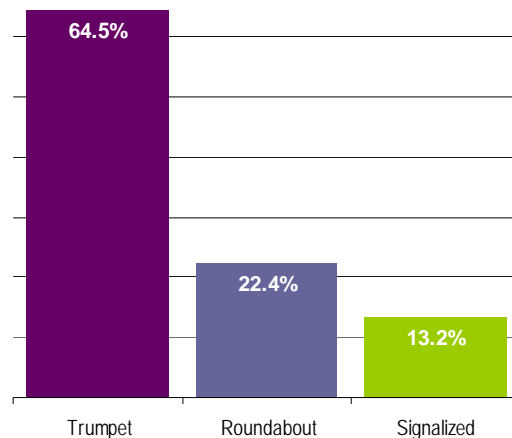
Question 9: Which Westside Interchange Type do you prefer?

140 people elected to change the Westside Interchange Type for their chosen alternative. The trumpet interchange was the most popular of the three options. Results were similar for 97202 respondents, with a slightly higher percentage of people preferring the trumpet over the other options.

All Responses



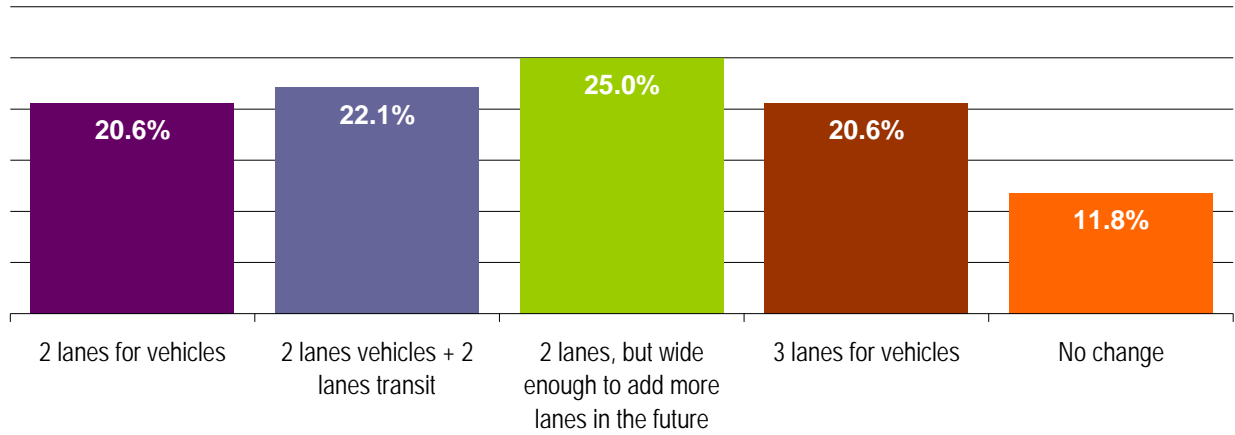
97202 Responses



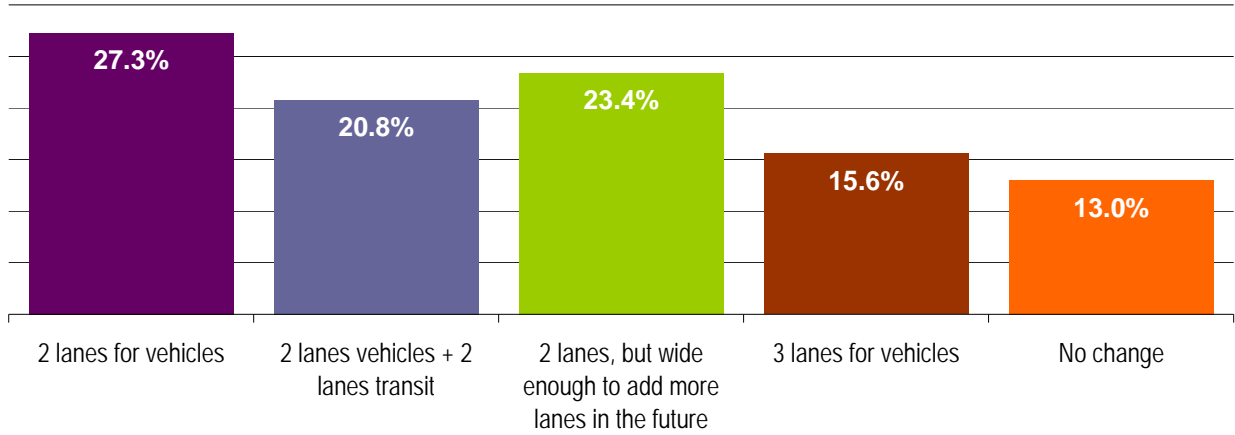
Question 10: What changes to the vehicle lane cross-section do you prefer?

136 people answered this question. Responses were fairly uniformly distributed among the choices. Interest in future bridge capacity is indicated, as is capacity for vehicles and transit. The 97202 responses indicate a higher interest in maintaining two vehicle lanes on the bridge.

All Responses



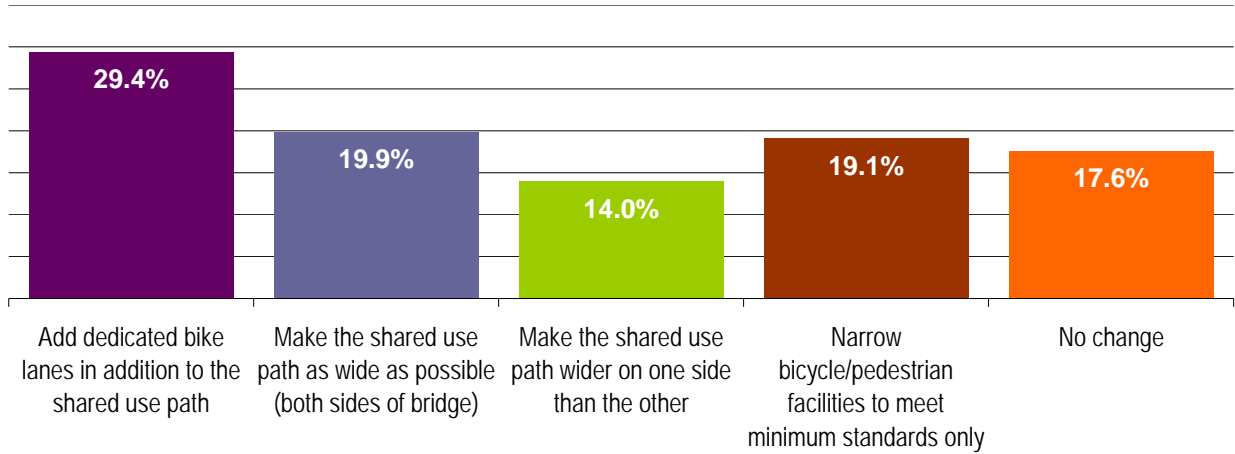
97202 Responses



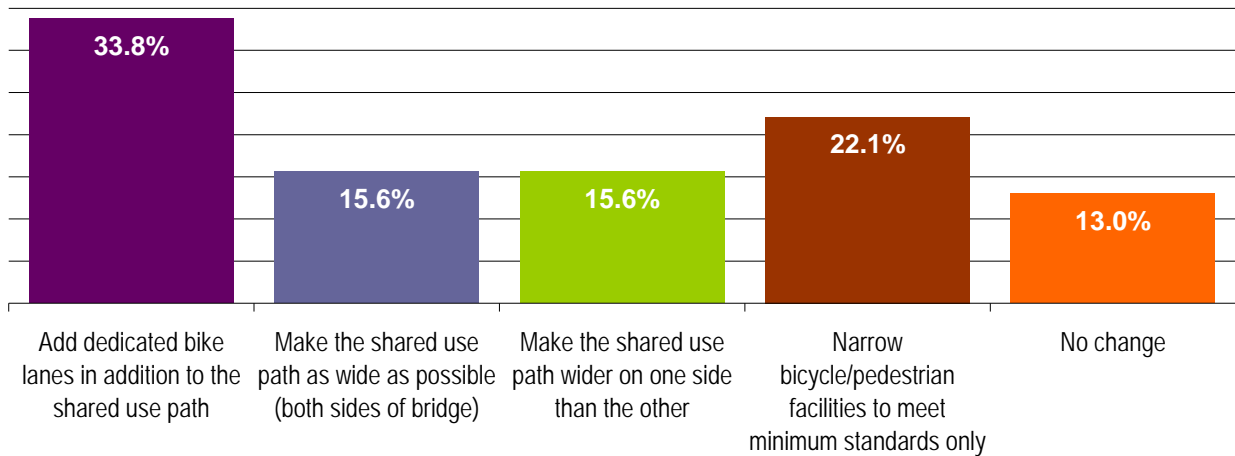
Question 11: What changes to the bike/ped lane cross-section do you prefer?

136 people answered this question. The majority of responses indicated a desire to increase bicycle/pedestrian capacity on the bridge in some manner. Adding dedicated bike lanes in addition to a shared use path was the most popular suggestion. Responses were nearly identical for 97202.

All Responses



97202 Responses



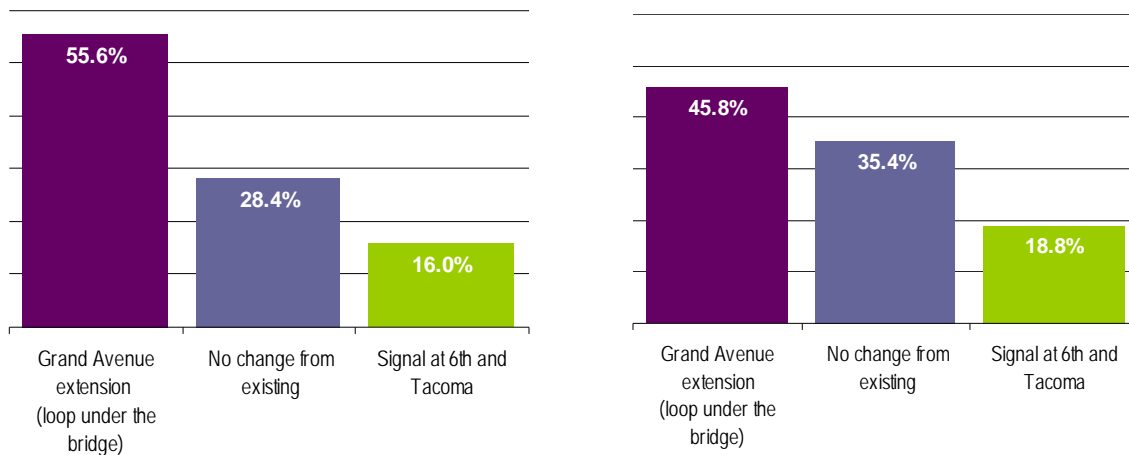
Question 12: Which of the following east-side connections do you generally favor the most?

81 people answered this question, with the majority (55.6%) preferring the Grand Ave. extension over the other two options – no change from the existing SE Tacoma Street/SE 6th Avenue intersection or a traffic signal at the same location.

Responses differed slightly for respondents in the 97202 ZIP code. The Grand Ave. extension was still the most popular option, but it received slightly less overall support than with all respondents. There was also slightly higher interest in maintaining the existing condition at SE Tacoma Street/SE 6th Avenue.

All Responses

97202 Responses



Question 13: Why do you favor the particular alternative or modified alternative that you have selected? (Choose as many reasons as apply)

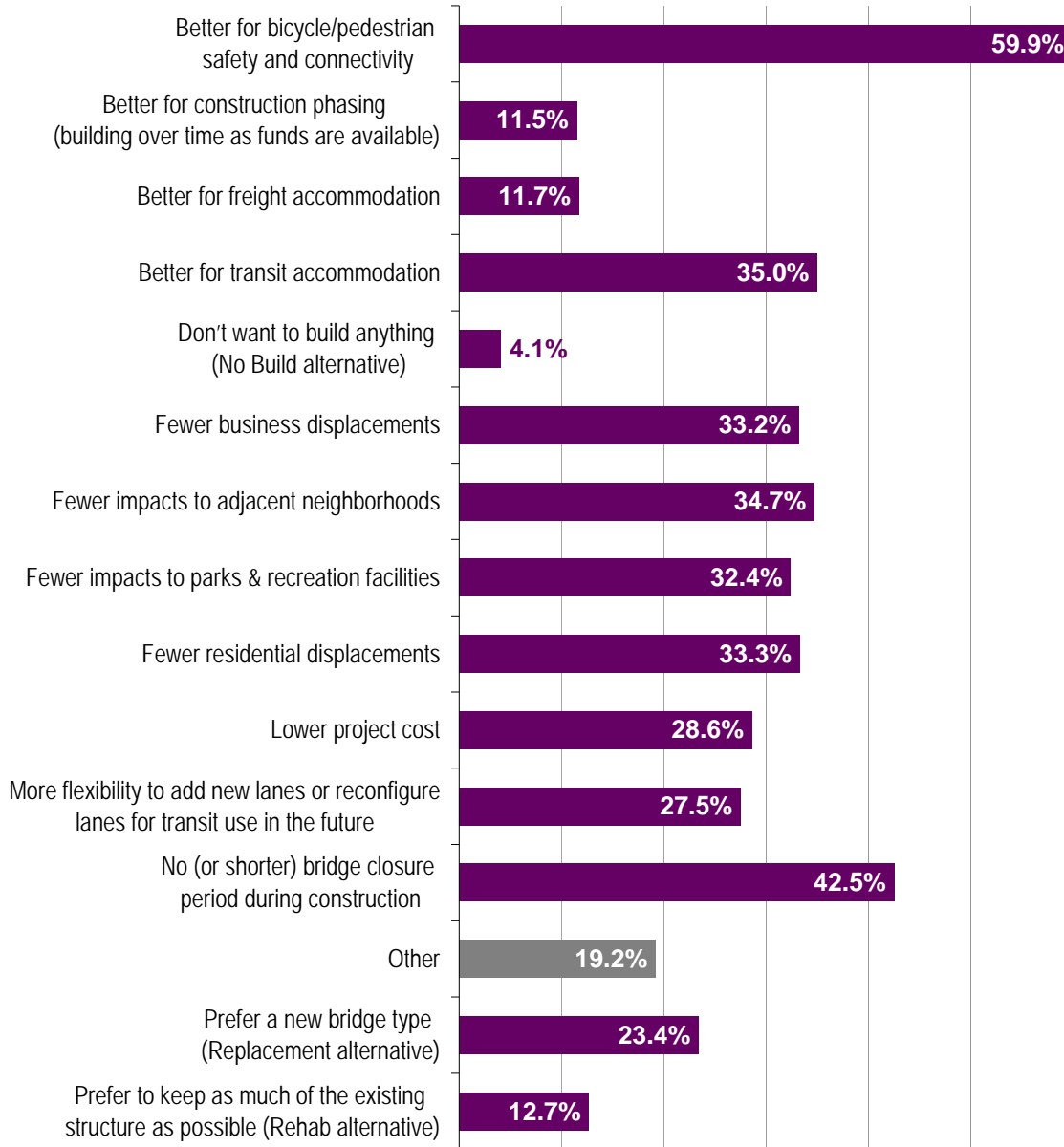
All survey participants were then given a menu of options to choose from to provide a reason(s) for their preferred alternative. 965 people answered this question and respondents could choose more than one issue.

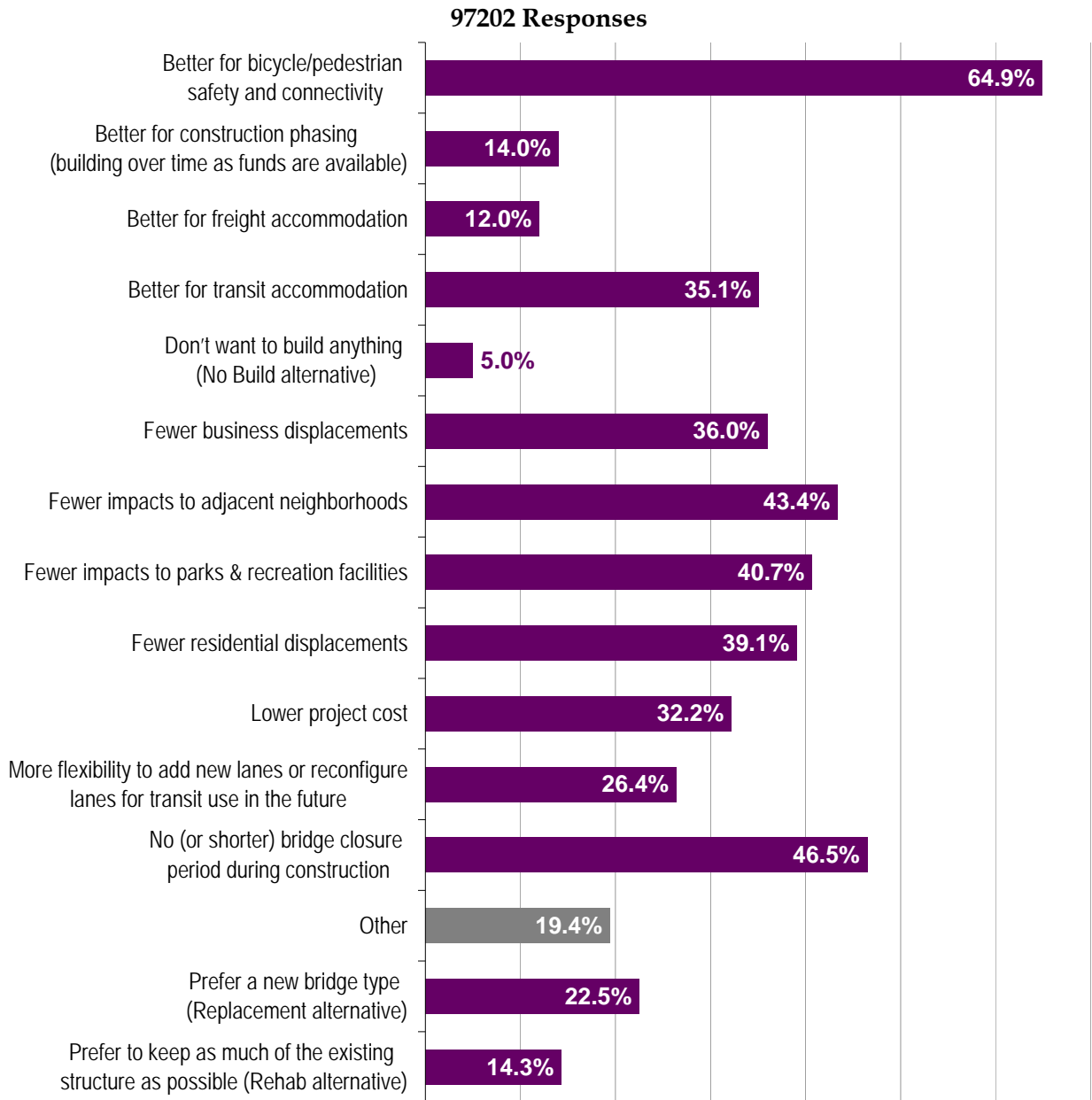
The top three issues were bicycle and pedestrian safety/connectivity (59.9%), no (or shorter) bridge closure during construction (42.5%) and transit accommodation (35%). Business and residential displacements and impacts to the neighborhood and local parks were also important considerations for people.

Issues receiving the fewest responses included construction phasing ability, freight accommodation, and preference for the No Build and rehabilitation alternatives.

Responses for the 97202 survey participants (516) were fairly equivalent in terms of the overall ranking of the issues. The top three issues were bicycle and pedestrian safety/connectivity (64.9%), no (or shorter) bridge closure during construction (46.5%) and fewer impacts to adjacent neighborhoods (43.4%) Business and residential displacements also scored slightly higher. Issues receiving the fewest responses included construction phasing ability, freight accommodation, and preference for the No Build and rehabilitation alternatives.

All Responses





Question 14: Is there anything else you'd like to tell us? (Open ended)

The next question gave people the opportunity to provide any final thoughts. There were 451 responses, 267 of which came from the 97202 ZIP code. Some people chose to elaborate on the reasons for their preferred alternative or suggest additional modification to their preferred alternative. The latter responses have been captured here to better inform project decision-makers about potential hybrid options. The other open ended comments have been distilled into themes.

Hybrid Alternative Responses

- Alternative A with 3-lanes
- Rehab bridge with sidewalk on south side and bike/ped below in truss – allows for future lane re-configuration
- Alternative C with the middle lane dedicated for transit
- Alternative C with a shorter closure period
- Alternative C with a trumpet interchange and same cross-section as Alt. D
- Alternative E but with 2-lanes only
- Alternative E with wider sidewalks
- Alternative E with the same bike/ped path configuration as Alt. C
- Include reversible lanes that go with the direction of commuter traffic
- Include a dedicated right turn lane on SE Tacoma eastbound for the Grand Ave. loop.
- Put pedestrians on one side of the bridge and bicycles on the other side.

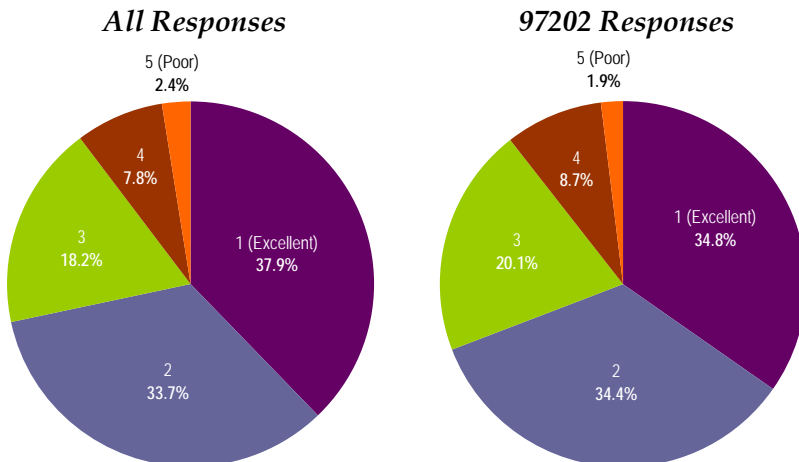
Other Responses - Themes

- Comments supporting the selected preferred alternative
- Ensure that there are improvements to the bike/ped facilities for any chosen alternative
- Keep the bridge narrow to protect the neighborhood from negative impacts
- Respect the Tacoma Street Plan
- Concerns about bicycle/pedestrian safety on Tacoma Street
- Ensure future capacity/build for the future
- Concerns that there were no 4-lane bridge options (for vehicles) available to choose from
- Concerns about neighborhood cut-through traffic
- Concerns about business losses with an extended bridge closure period
- Concerns about access to Riverview Cemetery
- Do something sooner rather than later; concerns for safety and length of planning process
- Interest in bridge design and aesthetics
- Keep the costs low

Question 15: One a scale of 1 to 5, with 1 being excellent and 5 being poor, please rate your overall impression of this project’s public involvement process.

The final question gave people the opportunity to rate this project’s public involvement process. 962 people provided their thoughts. 71.6% rated the project’s public outreach and involvement efforts as being good or excellent. Only 2.4% rated it as poor.

Of the 517 respondents in 97202, 69.2% rated the project’s public outreach and involvement efforts as being good or excellent. Only 1.9% rated it as poor.

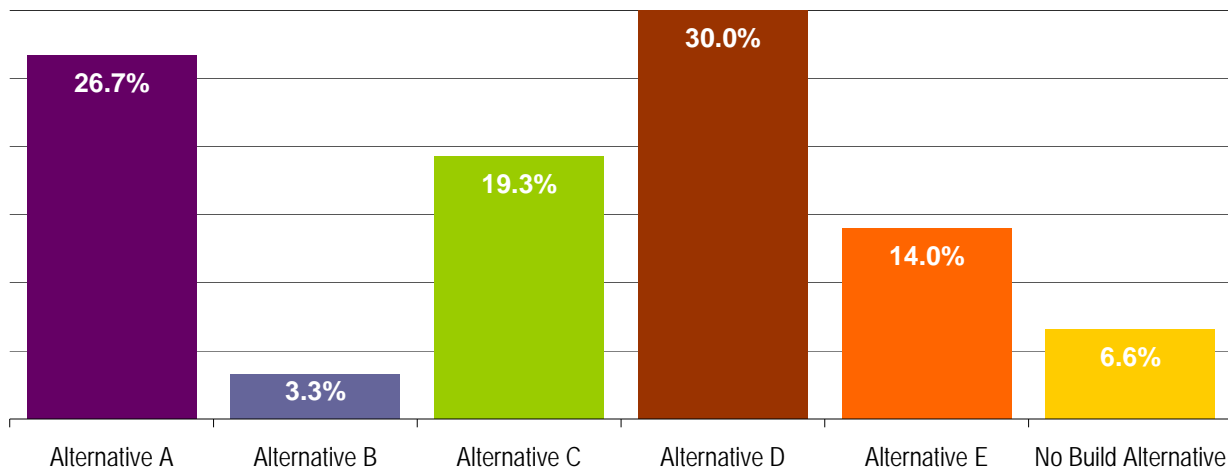


Additional Comparisons

As has been done for the 97202 ZIP code respondents, it is possible to perform cross-tabulation of the answers to glean additional information from specific audiences. There were 200 respondents who identified bicycling as their main mode of travel across the bridge. Additionally, 34 respondents drive commercial vehicles as their main purpose in using the bridge. In order to understand the alternative preferences of the bicycling and freight communities, the following cross-tabulations reflect distinctions for each group.

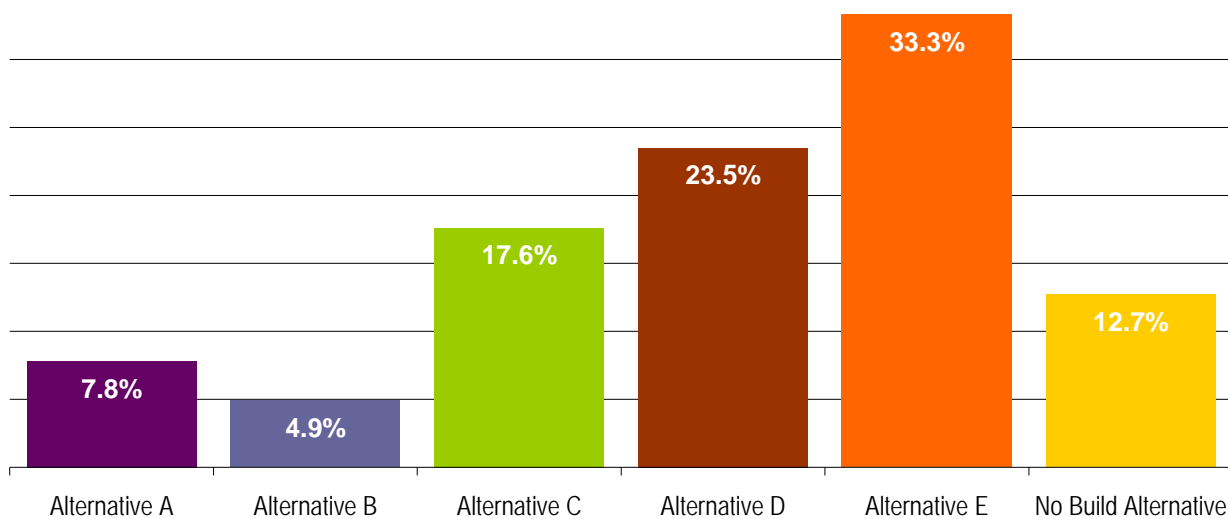
Preferences for a Preferred Alternative

Bicyclists



Alternative A received stronger support from bicyclists than the survey respondents as a whole. It can be assumed that the inclusion of a separate bicycle/pedestrian bridge increased the interest in this option.

Commercial Drivers/Freight



Commercial drivers favored Alternative E by a wider margin than respondents as a whole. It can be assumed that the additional vehicle capacity and/or the ability to construct this option while keeping the existing bridge open to traffic increased interest in this option.