



SELLWOOD BRIDGE

Project

MULTNOMAH COUNTY

PAG Meeting

February 6, 2009

Next Steps

- Approval of Locally Preferred Alternative (LPA) by jurisdictions and CETAS
- Refinement of LPA to meet regulations
 - Interchange Area Management Plan
 - Biological impact mitigation
 - Park and historic property impact mitigation
 - Greenway land use goal exception
 - Regional Transportation Plan conformance
- Final EIS
 - Additions and changes to Draft EIS (including impacts of any new element combinations)
 - Response to comments
- FHWA Record of Decision (federal project approval expected in Spring/Summer 2010)

CTF Recommendation

Strong consensus on:

- Existing alignment built to the south to accommodate construction with no bridge closure
- Bike/ped-activated signal at 6th and Tacoma
- Signalized west side interchange

Nearly even split on:

- 64-foot cross-section (2 ~ 12-foot lanes, 6.5-foot bicycle lanes/shoulders, and 12-foot shared use sidewalks on both sides—37 feet curb-to-curb)
- 76-foot (2 ~ 12-foot through lanes, 1 ~ 12-foot transition lane, 6.5-foot bicycle lanes/shoulders, and 12-foot shared use sidewalks on both sides—49 feet curb-to-curb)

Alignment: Existing Alignment/South



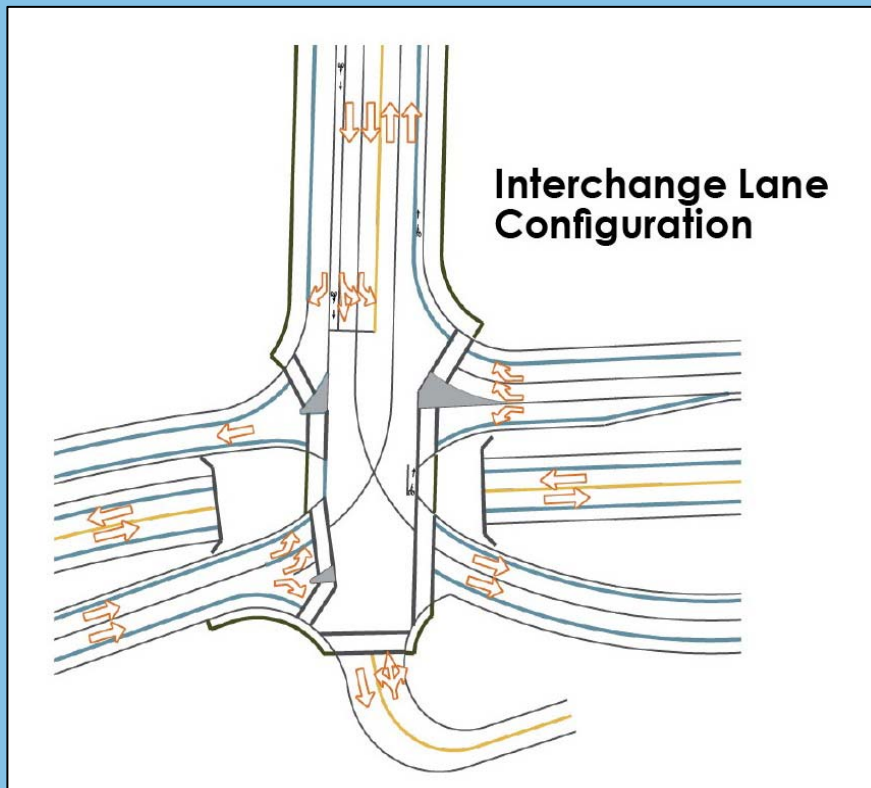
- Stays in existing corridor
- Provides more space between bridge and east side parks than North
- North has more 4(f) impacts
- North has more business impacts
- North is more expensive
- "S" curve on North creates safety concerns

East Side Connection: Bike/Ped Signal



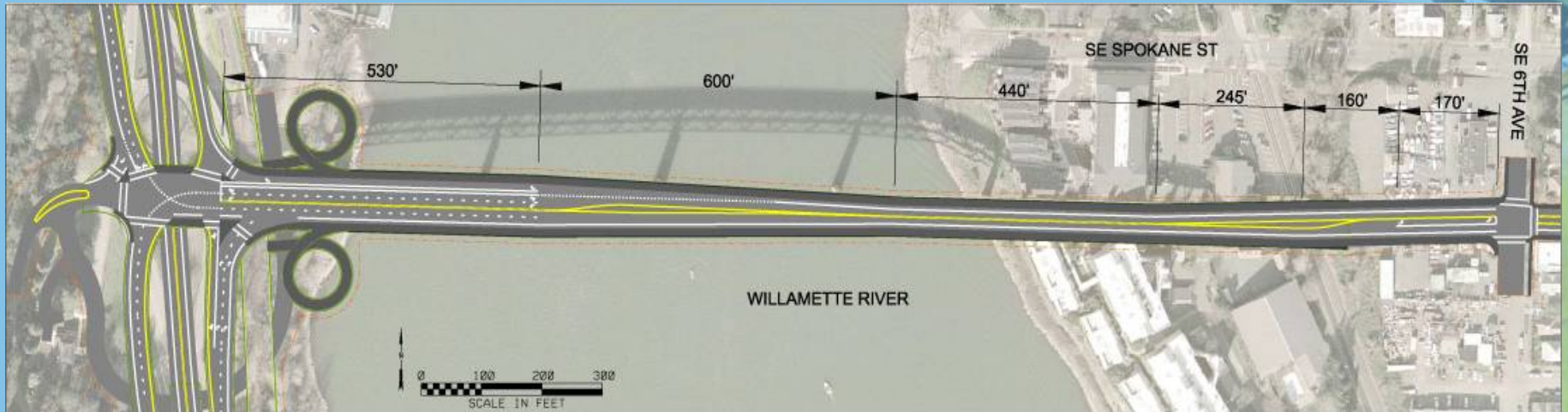
- Provides safe N-S crossing
- Functions with interchange
- Less neighborhood cut-through traffic than loop
- More economical than loop

West Side Interchange: Signalized



- Bicycle/pedestrian safety
- Smaller footprint - less impact on cemetery and Staff Jennings
- Provides traffic flow during peak hour
- Transit connections for all modes
- Less visual impact

Cross-section: 64-feet or 76-feet



Cross-section

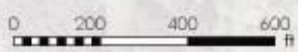
CTF considerations:

- Honor Tacoma Main Street Plan
- Accommodate all modes, present and future
- No closure during maintenance/emergencies
- Concern about transition from 76-foot option to 4-lanes at a later time
- Right-of-way not a differentiator

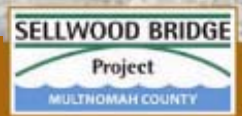


LEGEND

- Proposed road/streets
- Proposed streetcar/trail
- Proposed bike/pedestrian path
- Direction of traffic/number of lanes
- Bridges
- Retaining walls
- Proposed right-of-way boundary



CTF Recommended Alternative



Key CTF Concerns

- Long-term solution—no band-aids
- Seismic and functional sufficiency at lowest cost and lowest risk—no rehab
- No closures, no temporary detour bridge
- Minimum right-of-way impacts
- Prefer no project phasing
- Don't hold property owners hostage



Project Phasing

- County's aim is to fully fund project
- Phasing is not part of the LPA
- Can be developed later as response to funding constraints
- Provides benefits to all modes if funding for complete project not available
- Timing of phases depends on availability of funding—phases are discrete, not continuous construction between phases

Potential Phasing Scenario

- Phase 1: Build south half of new bridge, \$110M
- Phase 2A: Replace existing west approach, add \$12 M (\$122 M total)
- Phase 2B: Replace existing east approach, add \$19 M (\$141 M total)
- Phase 2C: Replace existing main river span, add \$47 M (\$188 M total)
- Phase 3: Replace interchange, add \$137 M (\$325 M total)

Elements of LPA

- Alignment
- East side connection
- West side interchange
- Cross-section



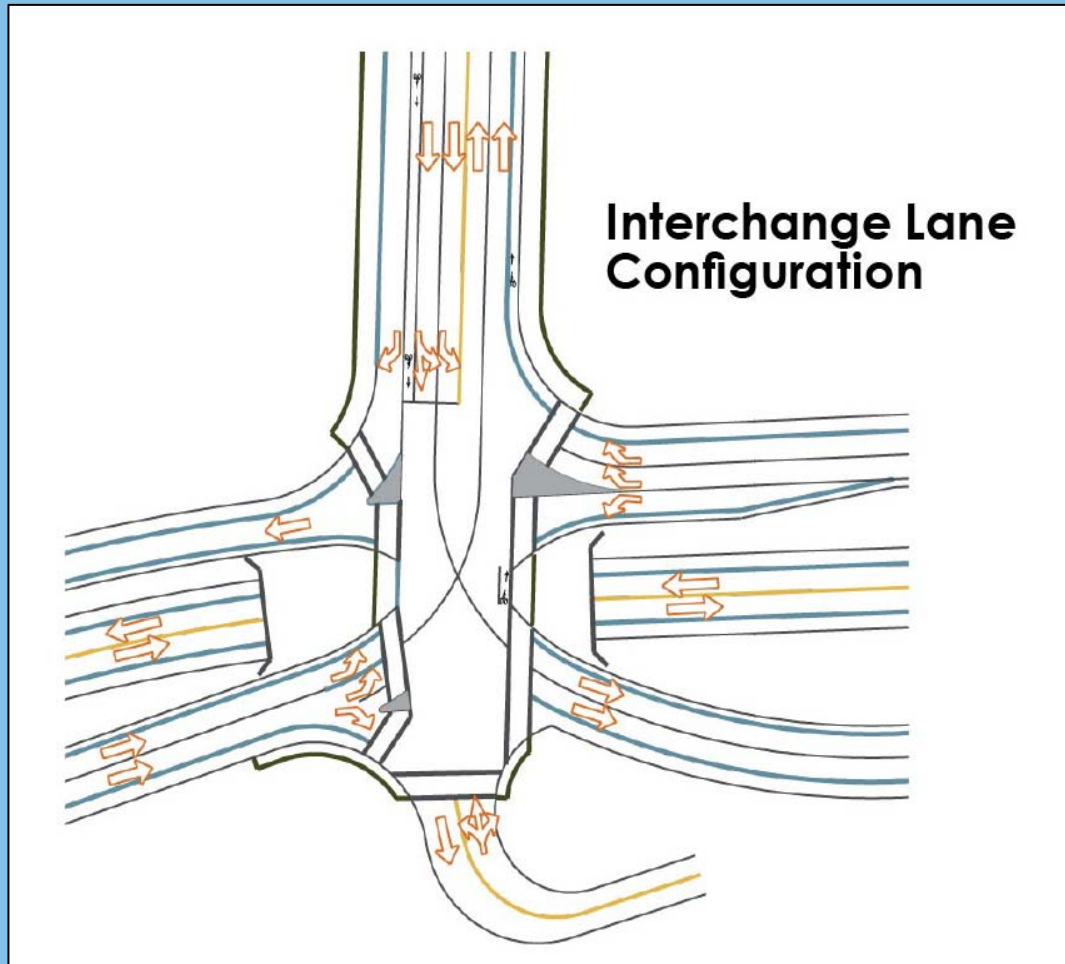
Alignment



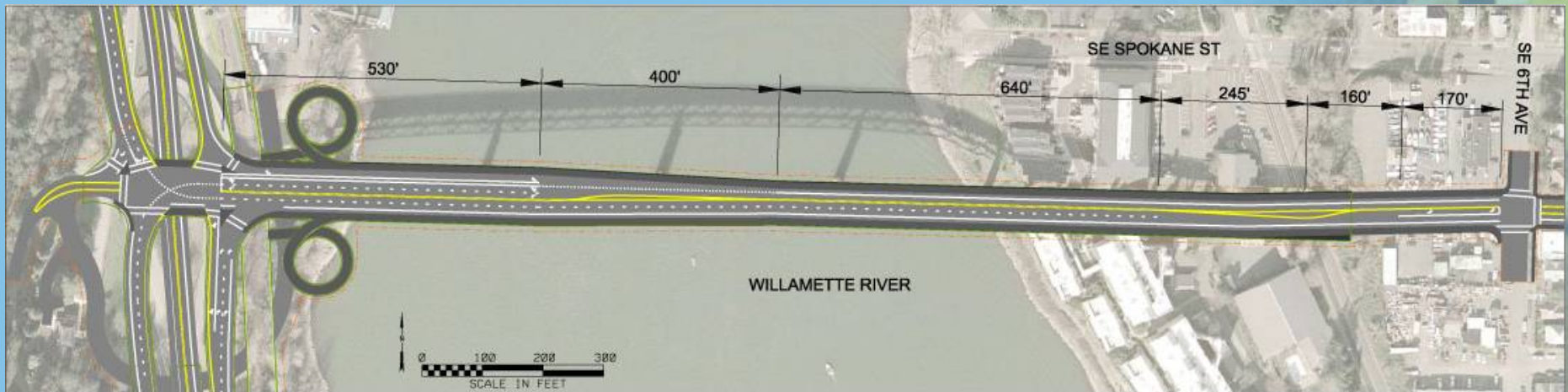
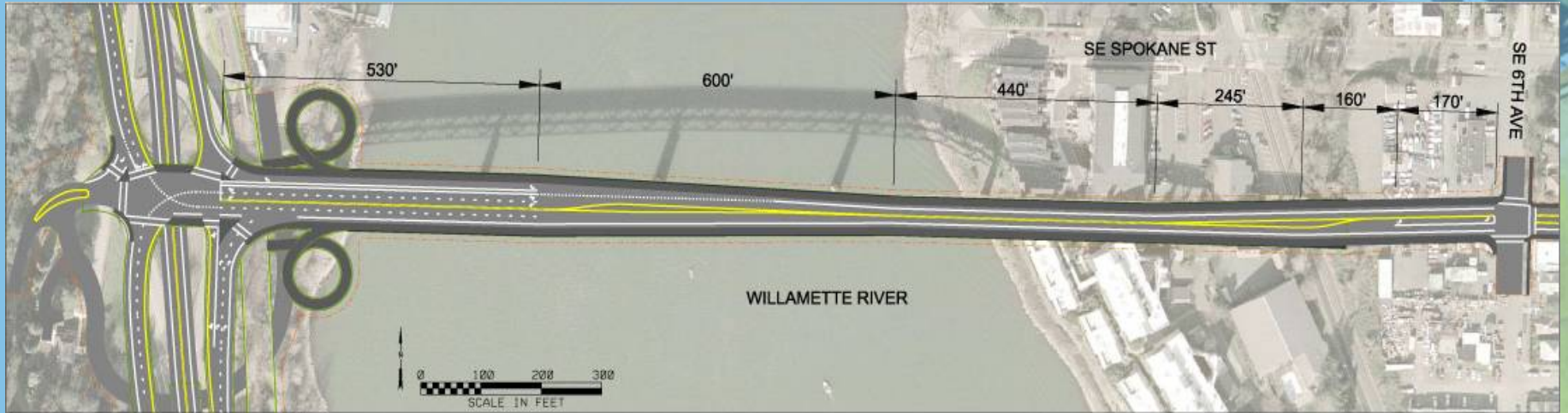
East Side Connection



West Side Interchange: Signalized



Cross-section



Thank you

