

Recommendations

Of the 14 options included in the screening process, staff recommend seven for further evaluation and recommend setting aside seven from evaluation at this time. Figure E-2 summarizes these recommendations. In addition, staff recommend an approach to the evaluation that allows consideration of a range of investment options for the existing Sellwood Bridge, transportation demand management (TDM) options and option combinations for modeling.

Options for Further Evaluation

Staff recommends that the evaluation include the following options:

- Replacement of the Sellwood Bridge as a two-lane bridge with improved west side approach operations (Option 5a) and as a four-lane bridge with improved approach operations (Option 5b). These options would serve the identified travel shed, allow connections between Highway 43 and Highway 99E and could avoid impacts to a public park or threatened species.
- Improvements to existing Ross Island Bridge operations (Option 1a) and new capacity in the vicinity of the Ross Island Bridge (Option 2). These options will test the feasibility of using existing infrastructure with improved connections between Highway 99E and I-405 and new capacity to increase use of the Ross Island Bridge for trips in the corridor.
- Evaluation of three new crossing options in Clackamas County:

New bridge between Milwaukie and Riverwood with the intent to improve connections between Highway 43 and Highway 99E and Highway 224 (Option 7).

New bridge in the vicinity of the existing railroad bridge with arterial improvements to connect to River Road and McLoughlin Boulevard (Option 8a).

New bridge between south Lake Oswego and Oak Grove with arterial connections to Highway 43 and McLoughlin Boulevard (Option 9).

Traffic modeling of these options would test the effect of a new crossing on trip patterns and in serving demand within Clackamas County. About 7 percent of Sellwood Bridge trips travel between Clackamas County on the east and west side of the river. A new crossing somewhere between the Sellwood and I-205 bridges could potentially serve this demand and reduce trip length.

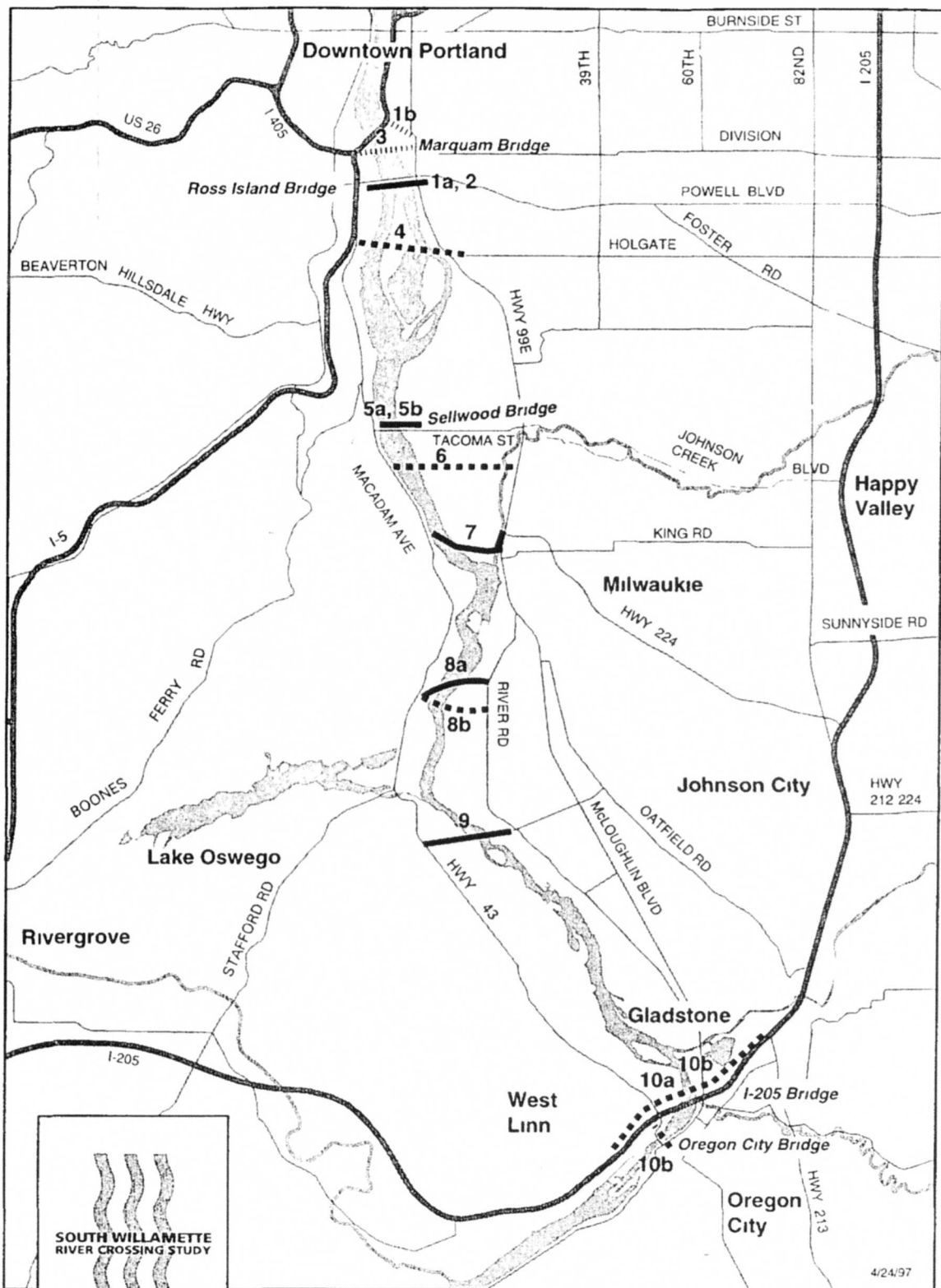


Figure E-4
Screening recommendations

- Multi-modal river crossings recommended for further study
- - - Multi-modal river crossings *not* recommended for further study
- ... Set aside until evaluation of Option 1-a and Option 2 is complete

Not Recommended for Evaluation in This Study

Staff recommend setting aside the following options

- New bridge near Holgate Boulevard (Option 4) This option would cross near the great heron rookery, a sensitive area on Ross Island, and a bald eagle nest, a threatened species. In addition, although this option is within the Sellwood Bridge travel shed, connections to the bridge could create new weave and merge conflicts. Located at I-5 near the Southwest Hood Avenue on-ramp, bridge traffic oriented westbound to I-405 would use Southwest Macadam Avenue, following a somewhat circuitous route. Access to I-5 southbound from the bridge would require new ramp construction or modification of an existing ramp.
- New bridge near Ochoco Street (Option 6) This option would likely impact Marine Powers Park, a linear public park parallel to the river, with location of either the bridge piers or approaches.
- New bridge south of Railroad Bridge (Option 8b) This option would potentially impact River Villa Park on the east side. A design to avoid this park could potentially impact the historic Tryon Socrates House on the west side. The approaches and/or bridge would potentially impact Tryon Creek, a fish-bearing stream that empties into the Willamette River at this location.
- New lanes on I-205 and I-205 bridge with and without the new bridge parallel to the Oregon City Bridge (Options 10a and 10b) but consider them in the context of Oregon City, West Linn and I-205 Corridor needs. Travel forecasts indicate that these bridges currently do not serve the same travel shed as the Sellwood Bridge and operate at less congested conditions than the Sellwood Bridge. As a result, improvements to these bridges would not likely accommodate the travel demand in the study area. Improvements to these bridges could address other regional travel patterns or facilitate development in Oregon City and West Linn.
- Options 1b, new ramps to the Marquam Bridge and Option 3, New Caruthers Street Bridge, until the evaluation of Options 1a and 2 is complete. If the evaluation shows that new capacity and improved connections effectively serves crossing demand, other options could be evaluated. Although these two options pass the screening criteria, they pose significant design issues with I-405 and I-5 structures and could create additional traffic impacts due to the changes needed in access to and from I-5, I-405 and other major arterials. Staff recommend first pursuing Options 1a and 2, which modify the existing Ross Island Bridge, before evaluating these options with potentially greater impacts.

Other Recommendations

The following recommends an approach to the evaluation in the next step of this study

The evaluation needs to include consideration of efforts to reduce demand. In response to regional, state and federal requirements, staff will develop a transportation demand management option and consider the effect of additional efforts on reducing demand in the evaluation.

The Sellwood Bridge presents several investment options for the existing facility as well as for new facilities. Staff recommend developing year 2015 travel forecasts, using Metro's Emme2 model, for option combinations that take into account the existing Sellwood Bridge, a replacement two and four-lane Sellwood Bridge, Sellwood Bridge as a bicycle- and pedestrian-only facility and scenarios without a Sellwood Bridge. Staff will combine these options for the modeling and cost estimates with improvements in the Ross Island Bridge and vicinity and new crossings in Clackamas County. Table E-2 summarizes the proposed modeling option combinations.

Table E-2: Recommended Crossing Option Combinations for Modeling

Sellwood Bridge		No Improvements to Other Crossings w/ TDM	Ross Island Bridge Improvements and New Capacity (Options 1 and 2)	New Clackamas County Crossings w/ TDM (Options 7, 8a and 9)
A	No Sellwood Bridge	X	X	X
B	Sellwood Bridge maintained for continued use as a bicycle- and pedestrian-only facility	X	X	X
C	Sellwood Bridge with needed maintenance for auto use and seismic standards	X	X	X
D	Sellwood Bridge maintained for auto use (C above) with improved bike/ped facilities	X	X	X
E	New 2-lane Sellwood Bridge	X	X	X
F	New 4-lane Sellwood Bridge	X	X	X

Prior to beginning the travel forecasting, staff recommend that the PMG and TAC meet in a workshop format to define the critical assumptions needed for modeling. This will include, for example, assumptions about I-405 connections for the Ross Island Bridge options and for access to River Road for the option in the vicinity of the existing railroad bridge, among others.

Based on the results of the travel demand modeling, staff will recommend options for conceptual designs and cost estimating that serve travel demand needs. Staff will use intergovernmental assistance to complete the conceptual designs and costs estimates.

For those options that have the greatest potential to meet demand and are the most efficient from a design perspective, staff will evaluate the potential for the option to qualify for regional, state or federal funding.

To keep the public informed on this study, staff will summarize the key findings and recommendations presented in the screening step in a newsletter for the South Willamette River Crossing Study mailing list. At the completion of the evaluation step, staff will present results to the PMG, TPAC, JPACT and Metro Council and establish public comment opportunities at workshops and hearings.

RESOLUTION No

35628

As Amended

Support the Recommendations of the South Willamette River Crossing Study (Resolution)

WHEREAS, the intent of the South Willamette River Crossing Study is to identify and prioritize 20-year crossing improvements for the Willamette River between the Marquam and I-205 bridges, and

WHEREAS, Metro is leading the study effort in conjunction with ODOT, Tri-Met, Multnomah and Clackamas counties and the cities of Portland, Milwaukie, Gladstone, Oregon City, West Linn and Lake Oswego, and

WHEREAS, the study has completed its third screening of crossing options and recommends seven options for further study, and

WHEREAS, crossing options at the Sellwood Bridge intended to serve suburban traffic demand, whether via a two-lane or a four-lane facility, conflict with City policies, specifically, Policy 6 23, South of Portland River Crossing

A new bridge crossing the Willamette River should be located south of the City of Portland to serve suburban travel demand between Clackamas and Washington Counties. The Sellwood Bridge should also be replaced, but be designed to connect Southeast and Southwest Portland neighborhoods

as well as Southeast District Policy 14, Southeast Tacoma, and Southwest District Policy 7, Willamette River Crossing Study, and

WHEREAS, this study should support the Growth Concepts, including the designation of SE Tacoma as a Main Street, Milwaukie as a Regional Center, and Lake Oswego as a Town Center, and

WHEREAS, considering new bridge locations requires cooperative analysis by all affected jurisdictions, and

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Portland endorses forwarding the options of the subject study, as provided in Exhibit A attached hereto, but expresses strong concerns that a four-lane bridge at Sellwood will be inconsistent with the Regional Growth Concept's designation of Tacoma as a Main Street

Adopted by the Council, JUL 09 1997

Commissioner Charlie Hales
Monique Wahba
July 1, 1997

Auditor of the City of Portland

By

Britta Olson

Deputy

1062

Agenda No

RESOLUTION NO

35628

Title

As Amended

Support the Recommendations of the South Willamette River Crossing Study (Resolution)

INTRODUCED BY	Filed
Commissioner Charlie Hales	JUL 12 1997
NOTED BY COMMISSIONER	Barbara Clark Auditor of the City of Portland
Affairs	By <u>Ray Kershner</u> Deputy
Finance and Administration	For Meeting of _____
Safety <u>Charlie Hales</u> SS	ACTION TAKEN
Utilities	
Works	
BUREAU APPROVAL	
Bureau Office of Transportation	
Prepared by Date Monique Wahba (July 1, 1997)	
Budget Impact Review ___ Completed <u>X</u> Not Required	
Bureau Head Felicia Trader <u>FT</u>	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS		
				YEAS	NAYS
Consent	Regular x	Francesconi	Francesconi	✓	
NOTED BY		Hales	Hales	✓	
City Attorney		Kafoury	Kafoury	✓	
City Auditor		Katz	Katz	✓	
City Engineer		Sten	Sten	✓	