

# Sellwood Bridge Project

## City of Portland Locally Preferred Alternative (LPA) and Post LPA Recommendations

The following is the City of Portland's LPA recommendations and findings for the Sellwood Bridge Project. Included also is a list of considerations that should inform post-LPA process and decision making.

### 1. Summary of LPA Recommendations

The Sellwood Bridge Project is made of several elements or decision points, which include: whether the bridge should be replaced or rehabilitated, where the alignment should be located, what type of intersection treatments to have at either end of the bridge, and what should be the bridge's cross section. Each of the elements could be mixed and matched to make an alternative.

The City of Portland's LPA recommendations are consistent with the recommendations of the project's Public Advisory Group. They include:

- A new replacement bridge.
- The alignment of the bridge should be on the present location of the bridge and expanded to the south (Alternative D from the Draft Environmental Impact Statement or DEIS).
- The cross section is based on Alternative D with:
  - A bridge width of 64 ft or less in the middle section of the bridge.
  - Two through vehicular travel lanes.
  - Bicycle lanes and shared multiuse paths on the north and south sides of the bridge.
- East intersection should include a pedestrian activated signal in the vicinity of SE 6<sup>th</sup> Ave at Tacoma Street.
- West interchange should be a signalized interchange (Alternative D).

### 2. Policy review

The LPA best meets City and regional growth management, transportation and natural resource policies by:

- Improving transit service on Tacoma Street and across the bridge.
- Improving bicycle and pedestrian access across bridge to trails and destinations in the Sellwood neighborhood and SW Portland.
- Improving freight and emergency access across bridge.
- Complying with the Transportation System Plan (TSP) street policy classifications for the bridge, Highway 43, Tacoma Street and local streets.
- Complying with the Tacoma Main Street Plan.
- Complying with the 2040 Growth Concept Plan and City Comprehensive Plan.
- Complying with the Portland Watershed Management Plan and the Portland Recovery Plan for Salmon and Trout.

### **3. Post LPA process**

Following the adoption of the LPA, the project will enter into a preliminary engineering/final EIS stage (PE/FEIS). Below are some additional considerations that the City of Portland would like to be addressed in the next phase of design and environmental studies.

#### **a. Public process**

- A public process is needed to determine final design elements of the project, including bridge type, design details and pedestrian/bicycle connections. Encourage the formation of a bridge type advisory team.
- Prior to completion of 30 percent project design, the project team will include City staff from the Portland Bureau of Transportation (PBOT), Bureau of Environmental Services (BES), Water Bureau and Portland Parks and Recreation (PP&R) to address the issues identified below.

#### **b. Final design elements**

##### **Bridge**

- The LPA is better suited for box girder, delta frame and deck arch bridge types, if phasing of construction is needed. However, as part of the process to select the bridge type, the project team should explore other options and how they would work with phased construction.
- Work to design and construct bridge in a manner that avoids or minimizes impacts on the environment, park land and trails, and the community.
- Strive for the bridge and all project elements to be of the highest aesthetic value, both as structures and how they relate to their surroundings.
- Provide adequate bicycle and pedestrian facilities on both sides of the bridge to meet existing and projected needs.
- Provide curb-to-curb width to accommodate emergency service access, incident management and streetcar operations.

##### **West side access, design and traffic operations**

- Maintain access to the Riverview Cemetery by vehicle, foot and bicycle.
- Work to design and construct west approach area in a manner that reduces costs and avoids or minimizes impacts on the environment, park land and trails, and the community.
- City will work to facilitate safe and convenient bus transfers and pedestrian and bicycle crossing opportunities at the west interchange and across Highway 43.
- City will collaborate with the Oregon Department of Transportation (ODOT) and stakeholders on an Interchange Area Management Plan (IAMP) for the west approach that responds to the project needs and the area's unique conditions.
- The project team will also work with Portland Bureau of Transportation (PBOT) and ODOT to examine reducing the number of lanes from the bridge onto Highway 43 southbound from two to one, reducing the interchange's footprint.

##### **East side intersection**

- The project team will work with PBOT to design the east intersections to include a pedestrian and bicycle signal in the vicinity of SE 6<sup>th</sup> Ave at Tacoma St.
- The project team will coordinate project with City's Spokane Bicycle Boulevard Traffic Calming Project and implementation of the Tacoma Main Street Plan.
- The project team will work with the City to improve bicycle and pedestrian signage in the area.

**c. Streetcar**

The LPA is streetcar-compatible, with a bridge and western interchange design expected to accommodate and sustain the loads of a streetcar operating in mixed traffic. The project team should coordinate with PBOT to accommodate future streetcar as part of bridge design.

**d. Environmental impacts**

The LPA results in significant impacts to the natural environment. The study area is classified as riparian habitat, not found in many places along the Willamette River within the City of Portland. The City and the region have been working to improve natural conditions in the area. The project team will work early in the process with the City and in particular with BES, PP&R and the Bureau of Development Services to avoid, minimize and, if not possible, mitigate environmental impacts. This includes analyzing:

- The impacts of the number and location of piers, the bridge and western interchange footprints, and the location and design of bicycle/pedestrian ramps.
- The impacts to Willamette Moorage Park, Stephens Creek Restoration Project and other natural resources in the northern portion of the project.

**e. Greenhouse emissions**

While the project should lead to increased bicycle and pedestrian and transit use without leading to increased vehicle use in the corridor, a formal analysis of greenhouse gas emissions was not provided as part of the DEIS. During the PE/FEIS the project team will analyze the project's impacts on greenhouse emissions.

**f. Stormwater management and construction**

Final bridge design should strive for state-of-the-art stormwater management and construction practices to mitigate bridge impacts and enhance the natural habitat in the study area. The project team will coordinate with the Bureau of Environmental Services and Bureau of Development Services in the design and mitigation of impacts of the project.

**g. Parks, trails and natural areas**

The LPA results in significant impacts to the fish and wildlife functions at Powers Marine Park and the Greenway trail areas, though pedestrian and bicycle access to these areas is improved. The project team will work with the City and the PP&R to best integrate bicycle and pedestrian facilities into the

park and trail system while avoiding, minimizing and/or mitigating the impacts of the project on park functions and trail.

**h. Property impacts**

The project should seek to minimize impacts to residential units as a result of the LPA. The County should purchase residences as soon as it is appropriate to do so to avoid lingering impacts to existing property owners and residents that would result from a lengthy planning, design and construction timeline.