

MULTNOMAH COUNTY BOARD OF COMMISSIONERS  
PUBLIC TESTIMONY SIGN-UP

Please complete this form and return to the Board Clerk  
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MEETING DATE: \_\_\_\_\_

SUBJECT: Sellwood Bridge

AGENDA NUMBER OR TOPIC: A2

FOR: \_\_\_\_\_ AGAINST: X THE ABOVE AGENDA ITEM

NAME: Diana J Richardson

ADDRESS: 1707 Englewood Dr

CITY/STATE/ZIP: Lake Oswego 97034

PHONE: \_\_\_\_\_ DAYS: 5032465696 EVES: \_\_\_\_\_

EMAIL: \_\_\_\_\_ FAX: \_\_\_\_\_

WRITTEN TESTIMONY: Hand outs

**IF YOU WISH TO ADDRESS THE BOARD:**

1. Please complete this form and return to the Board Clerk.
2. Address the County Commissioners from the presenter table microphones. Please limit your comments to **3 minutes**.
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# *D. J. Richardson Properties L.P.*

①

*Mailing Address: PMB 230 • 3 Monroe Parkway, Suite P • Lake Oswego, OR 97035  
503-246-5696 telephone • 503-245-3233 fax*

January 27, 2011

Board of County Commissioners;

My business owners/tenants do not want to move from their locations. Some of my businesses have been bought in the last few years. One business is newly located and is trying hard to get started. The recent economic downturn has had negative economic effects and now businesses are starting to be more in a positive position.

Sellwood Boat Sales/Brinsfield's Boat Basin identity is associated with Sellwood and the river – where could they move? Riverside Corral is a bar/restaurant– where could they move? Western Pacific Roofing has great location that is at the core of their business community. Carson Companies is working to do business.

For these businesses to move would be a hardship. They know there is compensation for moving and relocation. It is hard to start up in a new location. If the businesses moved, they will not be returning. That would make it my business hardship.

I am going to develop my properties next to the Sellwood Bridge. I plan to start construction a year before the bridge is finished. My plan is to first start on the South side of Tacoma. There are other influences that will dictate the decision making and timing –housing market and the borrowing environment.

You should look at vacant spaces so that costs can be kept in check and businesses are not interrupted. There is a vacant building – Sapa at 6<sup>th</sup> and Tenino, commercial space at Grand and Spokane, maybe space near Oaks Park – possible location for locomotive museum and a lot at the other end of Tacoma that was a nursery.

Respectfully,

Diana J. Richardson

October 18, 2010

Mr. Mike Pullen, Public Affairs Coordinator  
Public Affairs Office  
Multnomah County Oregon  
501 SE Hawthorne Boulevard, Suite 600  
Portland, Oregon 97214

Regarding: Stormwater Proposal for Diana Richardson properties

Dear Mike,

Thank you and Chuck Maggio (Civil Engineer) for taking the time to meet with Diana Richardson (land owner), Bill Jorgens (General Contractor) and myself on August 25, 2010 to discuss the Stormwater proposal for SE Tacoma Street at the east end of the proposed Sellwood Bridge alignment. We appreciate the County's efforts to keep us informed and to solicit input on proposed improvements to the current design.

Having already developed designs for the Richardson properties, our main concern is the loss of any site area. The reduction of site area will significantly reduce and restrict the available land for development, which will reduce the potential return on the land from our current design. Therefore, we are seriously concerned about the amount of additional Right of Way that would need to be dedicated by Diana Richardson for the proposed street design.

The design as proposed shows the need for 5' to 14' of land to be dedicated from the block north of Tacoma Street, and 16' to 25' dedicated from the block south of Tacoma Street. This land dedication is to accommodate an 8.5' planter and 12' wide sidewalk, as illustrated on the diagram we were given. Apparently the planter area is for a stormwater detention and treatment swale. We listened to the explanation of the proposed design, and had questions and concerns about the proposal.

The following is a list of our concerns and comments regarding the proposed design.

#### **1. Sellwood Bridge Stormwater Runoff**

The diagram shows a drain approximately 100' west of the east end of the proposed bridge which connects to a pipe which drains surface water into a new swale on the Mela property. That drain apparently was intended to collect all water on the bridge from the drain westward to the center of the bridge. Apparently the surface water on the eastern-most 100' of the bridge would drain onto Tacoma between the Richardson properties. We strongly feel that those properties should not be impacted from stormwater from the bridge.

Instead, we request either that the drain be moved approximately 100' to the east, or an additional drain be added at the east end of the bridge. The stormwater runoff would be piped from that drain or drains (along the side of the bridge girder above the train tracks if necessary) back to the same downspout location leading down to the new swale. This should reduce the amount of stormwater introduced into the bioswales between the Richardson properties, and reduce the width of those required swales.

**2. Bioswale Width**

The current design shows a 12' sidewalk and an 8.5' swale on each side of Tacoma. The 8.5' bioswale width requires a significant loss of land for the owner, and appears excessive for stormwater drainage for half the width (each side) of Tacoma for the length of the property. There currently are existing stormwater catch basins at all four corners of the intersection of SE 6<sup>th</sup> and Tacoma, and as proposed in item 1 above, additional drains on Tacoma near Grand Ave, so the only stormwater to be collected would be the area of the street in front of the Richardson properties.

We strongly request that the width of the bioswale in front of the Richardson properties be reduced to 3' per the City of Portland Stormwater Management Manual Detail SW-312, Section AA. This will reduce the impact to the Richardson properties.

**3. Sidewalk Width**

It would also be appreciated if the sidewalk width in front of the properties could also be reduced from the 12' width currently shown. The sidewalks to the east of SE 6<sup>th</sup> Avenue don't appear to be 12' in width, and some of the pedestrian traffic could be reduced with the inclusion of an underpass (see below). The sidewalks in front of the Richardson properties might be reduced to a transition between the width of those sidewalks and the width of the walks on the bridge.

**4. Curb Extensions**

The plan proposes sidewalks at all four corners of the intersection of SE 6<sup>th</sup> and Tacoma. In order to better protect pedestrians at this intersection, we request that "bulb outs" (curb extensions) be added to the design to narrow the distance pedestrians would have to walk in the east-west direction to cross SE 6<sup>th</sup> Avenue (along both the north and south sides of Tacoma).

**5. Underpass**

Due to the traffic along SE Tacoma Street, we would also recommend that the design consider an underpass beneath the bridge at the east end (just west of the Richardson property) to protect pedestrians and cyclists. This would take advantage of the natural slope in that location. A spiral ramp (similar to the Morrison bridge pedestrian ramp) might be engineered to fit to accommodate both pedestrians and bicycles. If not, a stairway could lead down to an underpass for pedestrians only.

We would appreciate your consideration of these issues in the design of the bridge project, and feel that they would lessen the impact on the property owners while also improving the safety of the bridge users. Please feel free to contact me with any concerns.

Sincerely,  
LRS Architects, Inc.

Stephen R. Mileham  
Principal

File: 210206/ 202

Email Copy: Chuck Maggio, Diana Richardson, Mark Eves, Bill Jorgens, Ben Williams

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MEETING DATE: 1-27-11

SUBJECT: SELLWOOD

AGENDA NUMBER OR TOPIC: R-1

FOR: \_\_\_\_\_ AGAINST: 7 THE ABOVE AGENDA ITEM

NAME: TERRY PARKER

ADDRESS: P.O. Box 13503

CITY/STATE/ZIP: PORTLAND OR 97213-0503

PHONE: \_\_\_\_\_ DAYS: 503 281-8742 EVES: Same

EMAIL: customersenpro@hotmail.com FAX: \_\_\_\_\_

WRITTEN TESTIMONY: yes

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TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

②

**Subject: Testimony on unanimous decisions by the Multnomah County Board, and as it relates to the funding and design of the replacement Sellwood Bridge, January 27, 2011.**

A few weeks back, there was an article in the Oregonian about how you as the Multnomah County Board of Commissioners work behind the scenes to obtain a unanimous vote before anything is placed on the board's agenda. That is both commendable, but also a disservice to your constituency. If all the voting is agreed to prior to any issues being aired at a public hearing, the public hearing becomes only window dressing to the full meal deal. Non-inclusive issues and/or opposite positions raised by the public are then never fully vetted, not folded into the process and/or are likely taken with a grain of salt. I encourage you to do better when it comes to transparency, including more openness to engage varying representation and diverse views from the public into the process.

And, that leads me into the issues with a replacement Sellwood Bridge that have been swept under the table and not brought forward for a truly open public discussion and debate.

Because only the special interests of alternative transport activists received attention and were addressed while the issues and concerns of motorists were for the most part ignored; I fully agree with and support the people of Clackamas County who want a public vote that allows them to opt out of paying an extra motor vehicle registration fee to help fund this bridge. Under the circumstances, Multnomah County motor vehicle owners should do the same – that is, be able to have a vote on opting out.

Given the excessive super-sized sidewalks and bike lanes that allocate more deck space for bicyclists and pedestrians than for cars, the proposed design of a new bridge is basically a bicycle and pedestrian bridge that only replaces the two existing motor vehicle lanes that already exist. I commend Multnomah County for eliminating the possibly never used and slippery streetcar tracks on the bridge. However, more lavish and wasteful spending can be saved. By narrowing the sidewalks to a reasonable width and eliminating the pedestrian viewpoints, the disproportionate price tag of project can be reduced still further with little to no impact on alternative transport mobility. This too would provide a better balance of when it comes to proportional funding issues.

Motorists who are expected to fund the project including all the non-motorist amenities were woefully under represented throughout the entire public process - which is way too typical when it comes to Portland area transportation projects. Freeloading bicyclists and hanger-on alternative transport activists from the bridge impact area dominated the advisory decision making progression. Sustainability starts with financial self-sustainability. The bicyclists and neighboring walkable communities need to be chipping in and help to shoulder the financial burden matching the funding coming from motor vehicle owners dollar for dollar. The current financial scheme – rather I should say financial scam when it comes to extracting money from motor vehicle owners – simply lacks any kind of fairness and equity. It is a form of tax discrimination that needs to be revised with a new majority balance of taxpayer motorist representation at the table.

Respectfully submitted,  
Terry Parker

**Attachment: Alternative Transport Funding and the effects on the Economy**

## **Alternative Transport Funding and the effects on the Economy**

by Terry Parker

It is not the transit riders that financially support mass transit, rather everybody else who pays transportation taxes. Likewise, it is not the bicyclists that financially support bicycle infrastructure, rather the motorists who drive and pay fuel taxes whom the freeloading bicyclist activists often despise and systematically raid resources from.

Given the current state of the economy, there is now a decisively clear picture that such a progressive political experiment has been woefully inadequate when it comes to holding alternative transportation users financially self accountable for their reasonable share of specialized infrastructure costs. The progressive socially engineered agenda has required other taxpayers to foot the vast majority of the price tag of alternative transport projects while in some cases, main stream transport infrastructure projects and/or road maintenance projects are cut so funding can be commingled to finance alternative transport that otherwise would not financially pencil out, often is not cost effective and by no account is anywhere close to being financially self-sustainable.

The mantra of this progressive thinking has been to "get out of the way" of the financial obligations for the users of alternative forms of transport all "for the sake of and as a means to increase the modal split" for these forms of transport. This bias, narrow focused mindset has been historically developed with little concern for the effects on the economy or the general public that must pay the bills. Even though one in approximately every ten jobs is tied to the auto industry, the overriding premise and progressive process has been to support the "special interests" of alternative transport advocates.

While motorists directly pay 60 to 90 percent of costs (depending what is factored in) for roads; plus subsidize other forms of transport; transit users directly pay approximately 25 percent of just the operating costs and little to none of the transit infrastructure capital costs while bicyclists directly pay zero, nada, nothing to support the actual price tag of bicycle infrastructure. One less driver and one more alternative transport user is one less taxpayer contributing to transportation infrastructure. Multiplied many times over, private sector jobs are lost. Then private sector employment is somewhat replaced by jobs in the public sector or by jobs that are financed by taxpayers thereby creating an overall long term loss of self-sustaining jobs in the private sector. Continuing to increase general or motorist taxes to further subsidize an increase in the number of alternative transport mode users rather than requiring alternative modes of transport to demonstrate a high degree of financial self-sustainability is simply fostering a pathway to a down economy.

With the high unemployment and under employment in Oregon, a logical person can easily see the results of past progressive decision making. Yet, hardcore progressive advocates continue to press for new and increased taxes on the same people that already pay their share, and still refuse to accept any of the accountability for the state's gloomy financial status and weakened economy. It seems the ultimate progressive agenda is to dictate more controls over the lifestyles of the people while socializing government "at any cost". To establish taxpayer equity in the area of transport funding, an about face "change in direction" is needed whereby the users of alternative forms of transport - including bicyclists and transit riders - directly pay a substantial share of the costs for the infrastructure they regularly use and want.

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MEETING DATE: 1/27/2011

SUBJECT: Sellwood Bridge

AGENDA NUMBER OR TOPIC: R-1

FOR: X AGAINST: THE ABOVE AGENDA ITEM

NAME: Greg Miller (PacWest)

ADDRESS: 8600 SW St. Helens Dr.

CITY/STATE/ZIP: Wilsonville OR 97070

PHONE: DAYS: 503-858-4416

EVES:

EMAIL: miller@pacwestcom.com

FAX:

WRITTEN TESTIMONY: yes. Copies

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To: Multnomah County Commissioners

January 27, 2011

Subject: Sellwood Bridge Design

Dear Commissioners,

On behalf of the hundreds of unemployed journeymen and apprentices in Local 29, I urge you to make recommendations today in support of a steel deck-arch design for the Sellwood Bridge Project. The Sellwood Bridge Community Advisory Committee recommended a steel deck-arch design on 10/4/10 and later reaffirmed by the Public Stakeholders Committee on 1/18/11. Those decisions were, to some extent, informed by results from a recent poll where the general public indicated a preference toward a steel bridge design. The sixth and most recent poll said it best, **“Steel is preferable. It is recyclable, used historically in this area, and can employ local labor”** (Bridge Values and Type Selection, Survey Summary Report, Page 13).

In terms of steel’s recyclability, **steel is one of the most recycled materials on the planet.** Steel is one of the few construction materials that can be broken back down to its simplest form and re-produced with no impact to its physical integrity. Steel structures are very often “deconstructed” and their **steel components are recycled for new construction.** In terms of sustainability, steel is produced from iron-ore, one of the most abundant elements on our planet. By-products from steel production are used in other applications, minimizing production waste.

Steel construction involves the assembly of semi-finished factory-made products. Pre-fabricated components, built off site, lessen construction impacts on local residents, pedestrians, bikers, and vehicle traffic. **This promotes a safer environment and better livability for the public and safer working conditions during construction.** Steel construction sites are clean and dry (as opposed to concrete), and free of detriment dust to the local environment.

The speed of **steel construction is critical to limit the impact of traffic diversion** to nearby bridges and the corresponding vehicle traffic through neighboring communities during construction. While the in-water work is being done for a steel bridge (i.e. concrete piers), the steel arch can be assembled offsite, then floated and lifted into position. This approach to construction can reduce the closure time of the existing bridge. The Sauvie Island Bridge is an example of this method, and the closure of that bridge was very minimal. Mike Pullen would have the answer to that question. **Steel erection is rapid, enabling a reduction in public investment costs** by lowering overhead expenses for construction management services.

Steel construction allows architects to expand artistic expression allowing beauty and drama to be included in design. These enhancements are difficult or more costly to produce with other materials, and freedom of form makes steel easier to design to fit harmoniously into the environment.

Most importantly, there are steel manufacturers, recyclers and fabricators in the Portland-Metro region who desperately need these jobs. In addition to the economic multiplier effect of investing public dollars locally, **procuring locally manufactured construction materials will ensure that the materials used are manufactured in accordance with the most stringent environmental standards—also eliminating the carbon footprint that would be generated by purchasing and transporting the materials from a foreign country like China.**

It is with the utmost respect that I formally request the Multnomah County Commission to pursue a steel deck-arch design for the Sellwood Bridge Project—and further, to do everything in their power to procure as many construction materials as possible that are fabricated locally, regionally, or in the United States.

Warmest regards,

Kevin Jensen  
Business Manager  
Ironworkers Local 29

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**MEETING DATE:** 1/22/11

**SUBJECT:** Sellwood Bridge Design

**AGENDA NUMBER OR TOPIC:** 21

**FOR: \_\_\_\_\_ AGAINST: \_\_\_\_\_ THE ABOVE AGENDA ITEM**

**NAME:** Heather Koch (pron: "Cook")

**ADDRESS:** 1326 SE Tenino St

**CITY/STATE/ZIP:** Portland OR 97202

**PHONE:** 503 539 4208 **DAYS:** \_\_\_\_\_ **EVES:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_ **FAX:** \_\_\_\_\_

**WRITTEN TESTIMONY:** Commit resources to necessary  
Safety Features on the Sellwood Bridge, ensuring  
they are an integral part of the 30-60% design.

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MEETING DATE: 1/27/11

SUBJECT: Sellwood Bridge

AGENDA NUMBER OR TOPIC: R - 1

FOR: \_\_\_\_\_ AGAINST: \_\_\_\_\_ THE ABOVE AGENDA ITEM

NAME: M'Low CHRIST

ADDRESS: 4

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ DAYS: \_\_\_\_\_ EVES: \_\_\_\_\_

EMAIL: \_\_\_\_\_ FAX: \_\_\_\_\_

WRITTEN TESTIMONY: \_\_\_\_\_

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