

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS  
PUBLIC TESTIMONY SIGN-UP**

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Please complete this form and return to the Board Clerk

\*\*\*This form is a public record\*\*\*

MEETING DATE: 6-16-11

SUBJECT: Detour Budge / Seelwood Bridge

AGENDA NUMBER OR TOPIC: R2

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

NAME: Heather Koch "Cook"

ADDRESS: 1326 SE Tenino St

CITY/STATE/ZIP: Portland OR 97202

PHONE: \_\_\_\_\_ DAYS: 503 946 8266

EVES: \_\_\_\_\_

EMAIL: heatherk100@aol.com

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

SPECIFIC ISSUE: finding + safety

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**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**.
3. State your name for the official record.
4. If written documentation is presented, please furnish one copy to the Board Clerk.

**IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD:**

1. Please complete this form and return to the Board Clerk.
2. Written testimony will be entered into the official record.

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MEETING DATE: 6/16/11

SUBJECT: SELLWOOD BRIDGE DETOUR

AGENDA NUMBER OR TOPIC: 12-2 MILLENBACH

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

NAME: MAT MILLENBACH, PRESIDENT, SMILE

ADDRESS: 8867 SE 13TH AVE.

CITY/STATE/ZIP: PORTLAND, OR 97202

PHONE: \_\_\_\_\_ DAYS: 406-698-0628 EVES: 503-239-1134

EMAIL: ~~SMILE~~ PRES11@gmail.com FAX: \_\_\_\_\_

SPECIFIC ISSUE: \_\_\_\_\_

WRITTEN TESTIMONY: Board Resolution passed by their  
Board

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Sellwood Moreland Improvement League (S.M.I.L.E)  
8210 SE 13th Avenue  
Portland, OR 97202  
(503) 233-1497

R-2

## BOARD RESOLUTION

At the meeting of the Board of Directors of the Sellwood-Moreland Improvement League on June 15, 2011, the following resolution was proposed and approved:

WHEREAS on October 20, 2010 the SMILE board resolved to fully support the commitment of resources to integrate SE Tacoma Street safety improvements between SE 6<sup>th</sup> Avenue and McLoughlin Boulevard with the Sellwood Bridge construction project, including but not limited to signalization improvements; traffic calming measures such as medians and vegetation plantings; pedestrian crossings and refuges; and gateway signs; for the purposes of maximizing the safety of motorists, bicyclists, pedestrians and transit users;

WHEREAS the Sellwood Bridge project has experienced setbacks in securing the \$290 million total budget for the bridge replacement, including the failure of Clackamas County voters to pass a \$5 annual vehicle registration fee on the May 17, 2011 ballot;

WHEREAS Multnomah County Commissioner Deborah Kafoury has explicitly stated that one option to bridge the funding gap is to "identify further cost savings without sacrificing safety improvements that are a must for all bridge users";

WHEREAS Portland Mayor Sam Adams stated at the City Council meeting on October 6, 2010:

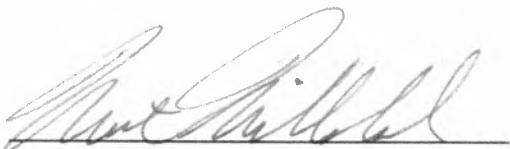
"... I am committed to working with the county to ensure that any safety impacts with the new bridge are understood and mitigated and I have directed my staff to evaluate the operation and safety of Tacoma Boulevard as bridge plans move forward. And I will actively pursue funding to improve the safety of the Tacoma Boulevard as part of this project";

BE IT RESOLVED:

The Sellwood-Moreland Improvement League Board of Directors:

1. **Supports cost savings that prioritize safety of all transportation modes on the bridge and Tacoma Street.** This project is part of a regional transportation corridor, but must simultaneously maximize local safety and usability.
2. **Supports strategic investments in design to promote and maximize safety for all modes.** Cost savings can and must translate to the integration of necessary safety features such as: pavement treatments, traffic calming, gateway design, pedestrian scale lighting, including design treatments to enhance safety within the project area on Tacoma, from SE 5th to SE 6<sup>th</sup>.
3. **Supports cost savings that do not create impacts on residents for which there is not a reasonable remedy or compensation.** Both residents and the natural environment must be protected from construction impacts and long-term impacts.

Proposed and Approved on this Third Wednesday of June, 2011.

A handwritten signature in black ink, appearing to read 'Mat Millenbach', written over a horizontal line.

Mat Millenbach, President

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MEETING DATE: 6-16-11

SUBJECT: SELLWOOD BRIDGE

AGENDA NUMBER OR TOPIC: R-2

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

NAME: JIM HOWELL

ADDRESS: 3325 N.E. 45TH AVE

CITY/STATE/ZIP: PORTLAND OR 97213

PHONE: DAYS: 503-284-7182

EVES: \_\_\_\_\_

EMAIL: JIMHOWELL89@HOTMAIL.COM FAX: \_\_\_\_\_

SPECIFIC ISSUE: \_\_\_\_\_

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

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R-2

DATE: June 16, 2011

TO: Multnomah County Commissioners

FROM: Jim Howell

SUBJECT: Potential cost-savings on Sellwood Bridge Replacement Project

Because Clackamas County has decided not to help fund the Sellwood Bridge replacement, it is time to look at further cost savings. Fortunately, the decision by Staff Jennings Marina to go out of business may provide an opportunity for further savings that could not have been anticipated during the previous project development process.

Multnomah County's bridge contractor has already suggested innovative construction techniques to save money while taking advantage of the availability of the Staff Jennings site. As these savings may still not be enough, the County needs to quickly evaluate whether moving the west end landing point for the new bridge northward could save enough time and money to allow the project to move ahead.

The attached maps and materials show how this shift in alignment would work, and the advantages that it could provide.

The essential concept is this:

Rather than constructing a temporary bridge, build the new bridge with an east-side approach at the location of the proposed temporary bridge and with a west-side approach at the Staff Jennings site north of the existing bridge. When the new bridge opens, demolish the existing bridge. No temporary bridge needed.

This avoids building a set of piers in the river for the temporary bridge, then building a set of permanent piers in the river, then demolishing the temporary piers. One set of in-river operations is eliminated.

During project development, a similar west-end location was reviewed, so it is likely that most additional environmental analysis for this concept has already been done, and could be applied to it.

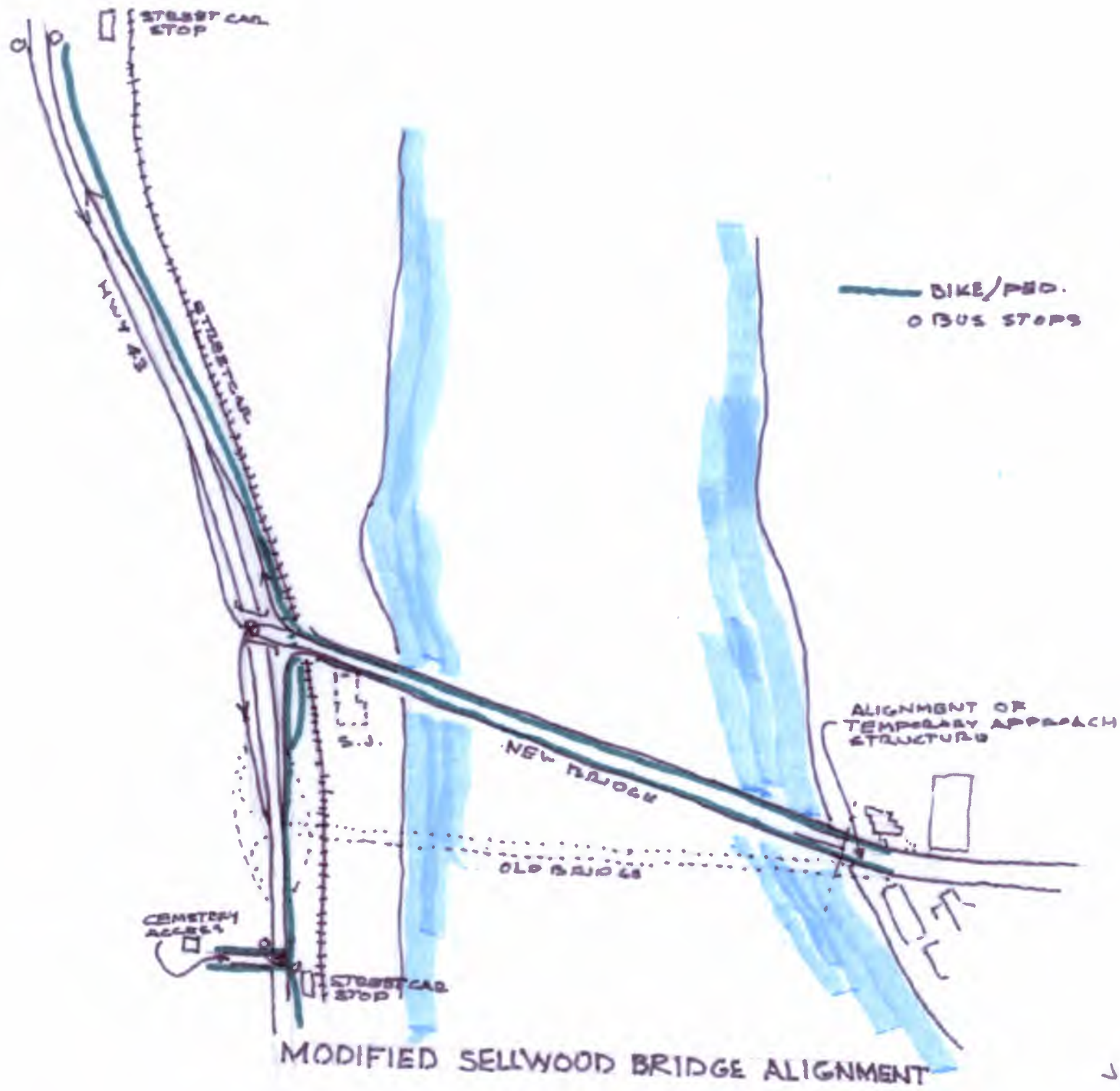
At the east end, there is no change in the connection to Tacoma, and almost no change to the approach section. The temporary impact on the condominium affected by the "shoe-fly" scheme would probably be permanent but the slated demolition of four condominiums on the south side of the current bridge could probably be avoided.

All essential features of the current plan would be preserved, including bridge width, traffic connections, bicycle facilities, and pedestrian pathways while potentially saving millions of dollars and a year of construction time.

503-284-7182 Jimhowell89@hotmail.com

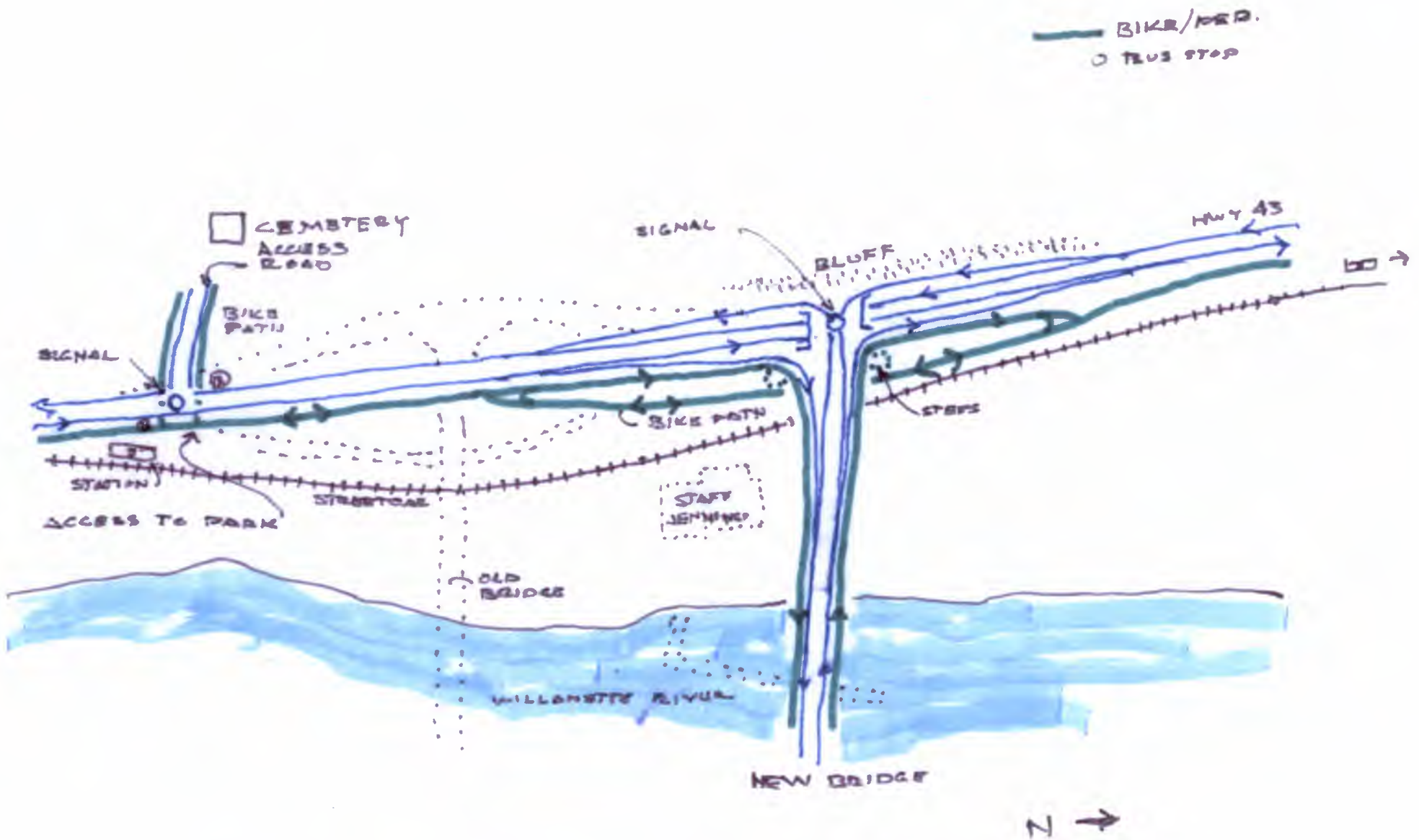
**Advantages of locating the west end of the New Sellwood Bridge**  
**north of existing alignment**

- Finish a year sooner
- Allows for sinking piles for permanent bridge piers next summer (2012)
- No temporary bridge required
- Reduces impact on river (no temporary pilling required)
- Cheaper (may not need Clackamas County's share)
- Incorporates ODOT's interchange design
- Preserves Oregon's \$30 million commitment
- Simplifies and improves bike and pedestrian access
- Safer, separates vehicle and bicycle movements at intersection
- Provides better transit access to cemetery
- Allows transit users more convenient bus/streetcar connections (does not preclude extending streetcar over bridge)
- Can reduce impacts on condos south of bridge (possibly save 4 condos)
- Similar impact on condominiums north of bridge as the "shoe-fly" option
- Allows for vehicle access to boat ramp, Powers Marine Park and a proposed storm water treatment facility.
- Moves construction away from natural slide area?



JMH 6-15-11





WEST INTERCHANGE SHIFTED NORTH

JMH 6-14-11