



Multnomah County Oregon

## Board of Commissioners & Agenda

*connecting citizens with information and services*

### BOARD OF COMMISSIONERS

#### Ted Wheeler, Chair

501 SE Hawthorne Boulevard, Suite 600  
Portland, Or 97214

Phone: (503) 988-3308 FAX (503) 988-3093

Email: [mult.chair@co.multnomah.or.us](mailto:mult.chair@co.multnomah.or.us)

#### Deborah Kafoury, Commission Dist. 1

501 SE Hawthorne Boulevard, Suite 600  
Portland, Or 97214

Phone: (503) 988-5220 FAX (503) 988-5440

Email: [district1@co.multnomah.or.us](mailto:district1@co.multnomah.or.us)

#### Jeff Cogen, Commission Dist. 2

501 SE Hawthorne Boulevard, Suite 600  
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Phone: (503) 988-5219 FAX (503) 988-5440

Email: [district2@co.multnomah.or.us](mailto:district2@co.multnomah.or.us)

#### Judy Shiprack, Commission Dist. 3

501 SE Hawthorne Boulevard, Suite 600  
Portland, Or 97214

Phone: (503) 988-5217 FAX (503) 988-5262

Email: [district3@co.multnomah.or.us](mailto:district3@co.multnomah.or.us)

#### Diane McKeel, Commission Dist. 4

501 SE Hawthorne Boulevard, Suite 600  
Portland, Or 97214

Phone: (503) 988-5213 FAX (503) 988-5262

Email: [district4@co.multnomah.or.us](mailto:district4@co.multnomah.or.us)

#### On-line Streaming Media, View Board Meetings

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REVISED

**FEBRUARY 17 & 19, 2009**

### BOARD MEETINGS

#### FASTLOOK AGENDA ITEMS OF INTEREST

Pg 2	9:00 a.m. Tuesday Budget Overview Work Session
Pg 2	9:30 a.m. Thursday Opportunity for Public Comment on Non-Agenda Matters
Pg 2	9:40 a.m. Thursday Public Hearing and Consideration of an ORDER Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District
Pg 3	9:50 a.m. Declaration of Cooperation – Sandy River Connections Concept Plan
Pg 3	10:20 a.m. Resolution Approving the Recommendation of the Policy Advisory Group Regarding the Locally Preferred Alternative for the Sellwood Bridge Project

Thursday meetings of the Multnomah County Board of Commissioners are cable-cast live and taped and may be seen by Cable subscribers in Multnomah County at the following times:

Thursday, 9:30 AM, (LIVE) Channel 30

Saturday, 10:00 AM, Channel 29

Sunday, 11:00 AM, Channel 30

Tuesday, 8:15 PM, Channel 29

Produced through MetroEast Community Media

(503) 667-8848, ext. 332 for further info

or: <http://www.metroeast.org>

Tuesday, February 17, 2009 - 9:00 AM  
Multnomah Building, Sixth Floor Commissioners Conference Room 635

## **WORK SESSION**

9:00 to 9:45      General Fund Revenue and Expenditure Forecast Update  
9:45 to 11:45      State and Local Revenue Options Briefing

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Thursday, February 19, 2009 - 9:30 AM  
Multnomah Building, First Floor Commissioners Boardroom 100  
501 SE Hawthorne Boulevard, Portland

## **REGULAR MEETING**

### **REGULAR AGENDA**

#### **DEPARTMENT OF COUNTY ATTORNEY – 9:30 AM**

UC-1 RESOLUTION Declaring a Vacancy in the Office of County Auditor,  
Calling an Election for May 19, 2009, and Setting the Candidate Filing  
Deadline for March 10, 2009

#### **PUBLIC COMMENT - 9:30 AM**

Opportunity for Public Comment on non-agenda matters. Testimony is  
limited to three minutes per person. Fill out a speaker form available in the  
Boardroom and turn it into the Board Clerk.

#### **NON-DEPARTMENTAL - 9:30 AM**

- R-1 Appointment of Heidi Beebe to the Multnomah County LIBRARY  
ADVISORY BOARD
- R-2 Appointment of Kara Thallon, Joseph Bennett Jr., and David Barber to the  
Multnomah County Food Services Advisory Board

#### **SERVICE DISTRICT - 9:40 AM**

*(Recess as the Board of County Commissioners and convene as the governing body  
for DUNTHORPE RIVERDALE SANITARY SERVICE DISTRICT NO. 1)*

R-3 Acting as the Governing Body of the DUNTHORPE RIVERDALE SANITARY SERVICE DISTRICT, Public Hearing and Consideration of the District's Endorsing a Petition to Annex a Single Parcel of Land to the District Pursuant to ORS 198.857

R-4 PUBLIC HEARING and Consideration of an ORDER Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District  
*(Adjourn as the governing body for Dunthorpe Riverdale Sanitary Service District No. 1 and reconvene as BOARD OF COUNTY COMMISSIONERS)*

**DEPARTMENT OF COMMUNITY SERVICES – 9:50 AM**

R-5 Declaration of Cooperation - Sandy River Connections Concept Plan

**COMMISSION ON CHILDREN, FAMILIES AND COMMUNITY – 10:00 AM**

R-6 NOTICE OF INTENT to Apply for Department of Justice-Safe Havens Supervised Visitation Safe Exchange Funding for Developing Supervised Visitation Services for Victims/Batterers and their Children

R-7 NOTICE OF INTENT to Apply for Oregon Community Foundation Grant to Fund the Early Childhood Trauma Response System

**NON-DEPARTMENTAL – 10:15 AM**

R-8 Appointment of Bruce Whiting to the HOUSING AND COMMUNITY DEVELOPMENT COMMISSION

**DEPARTMENT OF COMMUNITY SERVICES – 10:20 AM**

R-9 RESOLUTION Approving the Recommendation of the Policy Advisory Group Regarding the Locally Preferred Alternative for the Sellwood Bridge Project

**BOARD COMMENT**

Opportunity (as time allows) for Commissioners to provide informational comments to Board and public on non-agenda items of interest or to discuss legislative issues.

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON**

**PROCLAMATION IN SUPPORT OF  
UNITED WAY'S COMMUNITY RELIEF FUND**

**The Multnomah County Board of Commissioners Finds:**

- a. The worsening economic environment is resulting in dramatically increased demand for services to support basic human needs such as food, rent, utilities, and medications.
- b. The community's safety net system is heavily overloaded and without additional funding will not be able to respond to the extreme financial challenges facing individuals and families.
- c. United Way of the Columbia-Willamette is organizing a Community Relief Fund to coordinate a community-wide effort to secure funding and ensure that non-profit agencies can rapidly respond to basic needs.
- d. This four-county collaboration will bring together funders and service providers, including Multnomah County, in a full partnership.

**The Multnomah County Board of Commissioners Proclaims:**

Our support and gratitude to United Way for establishing the Community Relief Fund.

Further, Multnomah County's Division of Community Services will work with United Way to determine which providers in the county deliver safety net services and participate in a regional steering committee to provide input and oversight of the process that is established for distributing those funds.

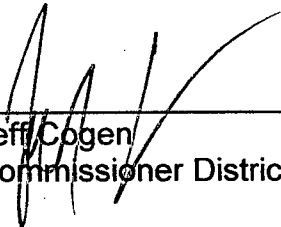
The County will participate in launch and other events to demonstrate our support for this effort and actively promote the campaign to our stakeholders and supporters.

SIGNED this 19th day of February, 2009.

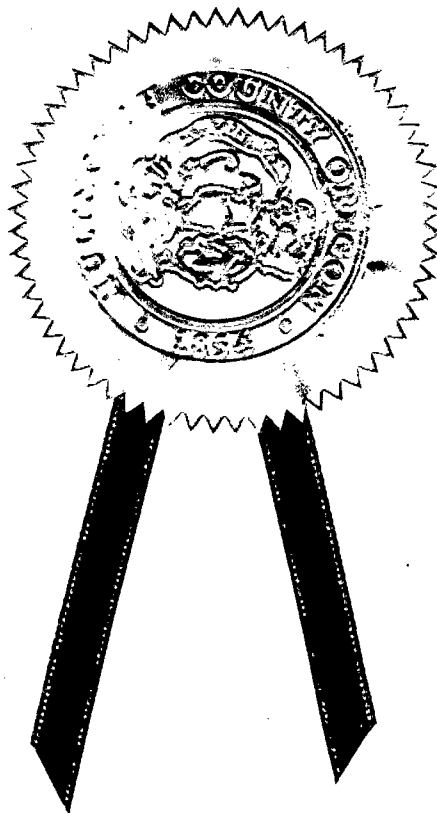
BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

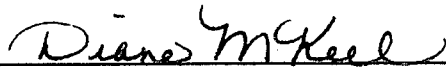
  
Ted Wheeler, County Chair

  
Deborah Kafoury,  
Commissioner District 1

  
Jeff Cogen,  
Commissioner District 2

  
Judith Shiprack,  
Commissioner District 3



  
Diane McKeel,  
Commissioner District 4

SUBMITTED BY:  
Commissioner District 1 Deborah Kafoury

**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: 2/19/09

SUBJECT: Public Comment - United Way Proclamation

AGENDA NUMBER OR TOPIC: not on agenda; in public comment  
FOR: ☒ AGAINST: ☐ THE ABOVE AGENDA ITEM at the beginning

NAME: Marc Levy

ADDRESS: UWay of Columbia-Willamette 619 SW 11th #300

CITY/STATE/ZIP: Portland, OR

PHONE: DAYS: 226-9301 EVES: \_\_\_\_\_

EMAIL: marc1@unitedway-pdx.org FAX: 226-9550

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

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.



## MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: UC-1  
Est. Start Time: 9:30 AM  
Date Submitted: 02/17/09

**Agenda Title:** **RESOLUTION** Declaring a Vacancy in the Office of County Auditor, Calling an Election for May 19, 2009, and Setting the Candidate Filing Deadline for March 10, 2009

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.*

Requested Meeting Date: February 19, 2009 Amount of Time Needed: 5 minutes  
Department: Non-Departmental Division: County Attorney  
Contact(s): Agnes Sowle, County Attorney  
Phone: 503-988-3138 Ext. 83138 I/O Address: 503/500  
Presenter(s): Agnes Sowle, County Attorney

### General Information

**1. What action are you requesting from the Board?**

Approve Resolution declaring County Auditor's Office vacancy, calling election for May 19TH, and setting candidate filing deadline of March 10<sup>TH</sup>.

**2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**

Under Multnomah County Home Rule Charter (sections 4.40 and 4.50) and Code (Chapter 5, Elections), when an elected office becomes vacant with more than a year remaining in the term, then a person must be elected at the next available election to fill the vacancy. As the Office of County Auditor will become vacant on March 2, 2009, and the term ends December 2010, the next available election is May 19. The last day for candidates to file certificates of nomination for the general election is March 10 (ORS 249.722). This resolution fulfills the Board's requirements to call the election and set the candidate filing deadline.

**3. Explain the fiscal impact (current year and ongoing).**

None

4. Explain any legal and/or policy issues involved.

None

5. Explain any citizen and/or other government participation that has or will take place.

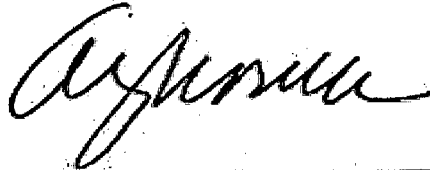
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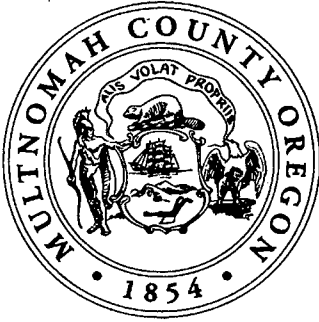
**Required Signature**

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**Elected Official or  
Department/  
Agency Director:**

A handwritten signature in cursive script, appearing to read "A. J. Smith", written over a horizontal line.

**Date: 2/17/09**



## LaVonne Griffin-Valade Multnomah County Auditor

501 SE Hawthorne Room 601  
Portland, Oregon 97214  
Phone: (503) 988-3320

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### MEMORANDUM

Date: February 17, 2009

To: Chair Ted Wheeler  
Commissioner Deborah Kafoury  
Commissioner Jeff Cogen  
Commissioner Judy Shiprack  
Commissioner Diane McKeel

From: LaVonne Griffin-Valade, County Auditor

Re: Resignation

I am writing to announce my intention to resign as Multnomah County Auditor effective Monday, March 2, 2009 at 5:00 p.m. On that date, I will file to run for Portland City Auditor in the May 19<sup>th</sup> special election, and as required by county charter, I must resign once I file for another office.

It has been an honor to serve as County Auditor, and I will always be grateful for the opportunity to have been a part of the Auditor's Office for more than a decade. I will deeply miss working with the talented and dedicated staff in my office. They have taught me a great deal and made me a better steward of the public's trust, and I am proud of what we accomplished together.

This was a difficult decision, and one that I had not expected to have to make at this juncture. I have had to weigh many factors, not the least of which is my commitment to this organization and my office. However, the possibility of leading the independent Auditor's Office in the state's largest city government is an opportunity that I am compelled to do my best to earn. I look forward to being elected Portland City Auditor and to the challenges that office will bring.

Over the years, I have come to know hundreds of Multnomah County employees, and almost to a person, found them to be dedicated, responsive, and mindful of their duty to the tax paying public. County workers are one of the organization's most valuable assets, and I want to acknowledge and thank them for showing up every day to keep the bridges, roads, libraries, clinics, shelters, jails, and all facets of county government open and operating safely.

It has been a distinct privilege to serve with my fellow elected officials and other county leaders. I look forward to the possibility of working with you in the future on matters that impact both jurisdictions. I also want to wish you the very best as you endeavor to build a stronger, leaner, more accountable government.

**BOGSTAD Deborah L**

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**From:** SOWLE Agnes  
**Sent:** Tuesday, February 17, 2009 8:39 AM  
**To:** BOGSTAD Deborah L  
**Cc:** WHEELER Ted; FARVER Bill; MCLELLAN Jana E; GRIFFIN-VALADE LaVonne L; KARNES Ana  
**Subject:** Resolution to call for election

Deb,

As you may know or will hear of today, LaVonne is resigning as the Auditor effective at the end of the day March 2, 2009. Pursuant to the Charter and Ordinance, the Board must call for an election to fill her vacancy. It is critical to get this accomplished as quickly as possible in order to make the May primary deadlines giving potential candidates the most time to declare as possible. I have prepared a resolution for Thursday which will need to be heard as a unanimous consent item. I did not have anyone here with the software to remove the edits, so please do so before sending out.

Please let me know if there is anything else you need me to do to get this before the Board on Thursday.

*Agnes Sowle*  
*Multnomah County Attorney*  
*501 SE Hawthorne Blvd., Ste. 500*  
*Portland, OR 97214*  
*(503)988-3138*

2/19/2009

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. \_\_\_\_\_

Declaring a Vacancy in the Office of County Auditor, Calling an Election for May 19, 2009, and Setting the Candidate Filing Deadline for March 10, 2009.

**The Multnomah County Board of Commissioners Finds:**

- a. Multnomah County Auditor LaVonne Griffin-Valade has announced her resignation effective the end of the business day on March 2, 2009.
- b. The Multnomah County Charter and County Code require the Board to declare the office vacant and call an election to fill the vacancy.
- c. The next available election date to fill this vacancy is May 19, 2009.
- d. The Board also needs to set a deadline for candidates to file for election to Multnomah County Auditor.

**The Multnomah County Board of Commissioners Resolves:**

1. The elective office of Multnomah County Auditor is declared vacant as of the close of business on March 2, 2009.
2. An election is called for May 19, 2009, to fill the remainder of the current term of office for Multnomah County Auditor. The current term for that position ends January 2011.
3. This election and election date are certified to the Director of Multnomah County Division of Elections.
4. Candidates for Multnomah County Auditor must file for election with the Multnomah County Division of Elections by 5:00 PM on March 10, 2009.

ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2009

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

\_\_\_\_\_  
Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_  
Agnes Sowle, County Attorney

SUBMITTED BY:  
Agnes Sowle, County Attorney

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

**RESOLUTION NO. 09-020**

Declaring a Vacancy in the Office of County Auditor, Calling an Election for May 19, 2009, and Setting the Candidate Filing Deadline for March 10, 2009

**The Multnomah County Board of Commissioners Finds:**

- a. Multnomah County Auditor LaVonne Griffin-Valade has announced her resignation effective the end of the business day on March 2, 2009.
- b. The Multnomah County Charter and County Code require the Board to declare the office vacant and call an election to fill the vacancy.
- c. The next available election date to fill this vacancy is May 19, 2009.
- d. The Board also needs to set a deadline for candidates to file for election to Multnomah County Auditor.

**The Multnomah County Board of Commissioners Resolves:**

1. The elective office of Multnomah County Auditor is declared vacant as of the close of business on March 2, 2009.
2. An election is called for May 19, 2009, to fill the remainder of the current term of office for Multnomah County Auditor. The current term for that position ends January 2011.
3. This election and election date are certified to the Director of Multnomah County Division of Elections.
4. Candidates for Multnomah County Auditor must file for election with the Multnomah County Division of Elections by 5:00 PM on March 10, 2009.

ADOPTED this 19th day of February, 2009



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By 

Agnes Sowle, County Attorney

SUBMITTED BY:

Agnes Sowle, County Attorney



## MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-1  
Est. Start Time: 9:30 AM  
Date Submitted: 02/09/09

**Agenda Title:** **Appointment of Heidi Beebe to the Multnomah County LIBRARY ADVISORY BOARD**

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.*

Requested Meeting Date: February 19, 2009 Amount of Time Needed: 5 minutes  
Department: Non-Departmental Division: Chair's Office  
Contact(s): Tara Bowen-Biggs  
Phone: (503) 988-3308 Ext. 83953 I/O Address: 503/600  
Presenter(s): Marian Creamer

### General Information

**1. What action are you requesting from the Board?**

Request the Board approve appointment of Heidi Beebe to the Multnomah County Library Advisory Board. The appointment will begin immediately and end June 30, 2010.

**2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**

The Library Advisory Board advises the board of County Commissioners on matters relating to library services, policies and funding. It also serves as the Citizen Budget Advisory Committee for the County's Library Department. There are 17 members including two youth members (between the ages of 13 and 17). Non-youth members are appointed to 4-year terms by the county Chair with approval of the board of County Commissioners. Youth members are appointed to 2-year terms by the County Chair with approval of the Board of County Commissioners. Yvonne Chambers is liaison to the Multnomah County Library Advisory Board.

**3. Explain the fiscal impact (current year and ongoing).**

No fiscal impact

**4. Explain any legal and/or policy issues involved.**

No legal and/or policy issues involved.

**5. Explain any citizen and/or other government participation that has or will take place.**

N/A

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**Required Signature**

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**Elected Official or  
Department/  
Agency Director:**

TED WHEELER

**Date:** 02/09/2009



## MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-2  
Est. Start Time: 9:35 AM  
Date Submitted: 02/09/09

**Agenda Title:** Appointment of Kara Thallon, Joseph Bennett Jr., and David Barber to the Multnomah County Food Services Advisory Board

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.*

Requested Meeting Date: Feb 19, 2009 Amount of Time Needed: 5 min  
Department: Non-Departmental Division: Chair's Office  
Contact(s): Tara Bowen-Biggs  
Phone: (503)988-3308 Ext. 83953 I/O Address: 503/600  
Presenter(s): John Kawaguchi or Lila Wikham

### General Information

**1. What action are you requesting from the Board?**

Request board approval of appointment of Kara Thallon, Joseph Bennett Jr., and David Barber to the Multnomah County Food Services Advisory Board. The appointments are effective immediately and will be through Feb 28, 2012.

**2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**

The Food Service Advisory Board advises the Multnomah County Health Department on community needs and priorities; assists in planning and review of programmatic changes; makes recommendations to Board of County Commissioners on implementation of delegated food protection program; and review and provides evaluation of effectiveness of delegated food protection program. There are 15 members: 9 representatives from the food industry and 6 representatives from public consumers. Alternates are allowed for each category. Members are appointed to 3-year terms (in accordance with State Statue) by the County Chair with approval of the Board of County Commissioners.

**3. Explain the fiscal impact (current year and ongoing).**

No fiscal impact

**4. Explain any legal and/or policy issues involved.**

No legal and/or policy issues involved.

**5. Explain any citizen and/or other government participation that has or will take place.**

N/A

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**Required Signature**

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**Elected Official or  
Department/  
Agency Director:**

TED WHEELER

**Date: February 9,  
2009**



## MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-3  
Est. Start Time: 9:40 AM  
Date Submitted: 01/29/09

**Agenda Title:** R-3 Acting as the Governing Body of the DUNTHORPE RIVERDALE SANITARY SERVICE DISTRICT, Public Hearing and Consideration of the District's Endorsing a Petition to Annex a Single Parcel of Land to the District Pursuant to ORS 198.857  
R-4 PUBLIC HEARING and Consideration of an ORDER Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.*

Requested Meeting Date: February 19, 2009 Amount of Time Needed: 10 mins  
Department: Non-Departmental Division: County Attorney's Office  
Contact(s): Kenneth S. Martin / Assistant County Attorney Matt Ryan  
Phone: 503 222-0955 Ext. 83138 I/O Address: 503/500  
Presenter(s): Kenneth S. Martin and Assistant County Attorney Matt Ryan

### General Information

**1. What action are you requesting from the Board?**

Service District Governing Body Endorsement and Board of Commissioners Public Hearing and Adoption of Order Approving Annexation of Territory to Dunthorpe-Riverdale County Service District

**2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**

See attached Staff Report, Findings and Reasons for Decision submitted by Ken Martin.

**3. Explain the fiscal impact (current year and ongoing).**

None.

**4. Explain any legal and/or policy issues involved.**

None.

**5. Explain any citizen and/or other government participation that has or will take place.**

Notice of this hearing invites testimony from any interested party. Notice consisted of posting three notices near the territory and one notice in the Multnomah Building lobby twenty days prior to the hearing; publishing notice twice in the Daily Journal of Commerce; and mailed notice sent to affected local governments, all property owners within 100 feet of the area to be annexed.

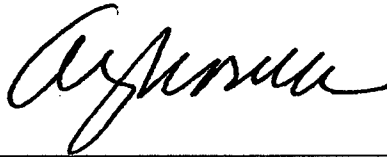
The Dunthorpe-Riverdale County Service District is a county service district for sewers for which the Multnomah County Board serves as the board of Directors. The Board of the District will endorse the annexation prior to the hearing as it is required to do by statute.

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**Required Signature**

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Elected Official or  
Department/  
Agency Director:

A handwritten signature in black ink, appearing to read "A. J. Smith", is written over a horizontal line.

Date: 1/26/2009

January 13, 2009

**Ref: MU-0408**

Deborah Bogstad  
Multnomah Building, Sixth Floor  
501 SE Hawthorne  
Portland, OR 97214

VIA E-MAIL

Dear Deborah:

ORS 198 requires the posting of a Public Hearing Notice "on or near the doors of the meeting room . . . or upon any official public bulletin board customarily used for the purpose of posting notices by or pertaining to the . . . county."

In order to meet the requirements of Metro Code 3.09.030 (b), the notice needs to be posted by January 30, 2009.

Could you please post the enclosed NOTICE OF HEARING and map in order to comply with this requirement.

Thank you.

Kenneth S. Martin

Enclosures

# PUBLIC HEARING

## NOTICE OF HEARING

NOTICE IS HEREBY GIVEN THAT AT 9:30 AM ON THURSDAY, FEBRUARY 19, 2009, IN THE FIRST FLOOR COMMISSIONER'S BOARDROOM, MULTNOMAH BUILDING, 501 SE HAWTHORNE, PORTLAND, OREGON, THERE SHALL BE A PUBLIC HEARING BY AND BEFORE THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS ON THE BOUNDARY CHANGE PROPOSAL LISTED BELOW. INTERESTED PERSONS MAY APPEAR AND WILL BE GIVEN REASONABLE OPPORTUNITY TO BE HEARD.

PROPOSAL NO. MU-0408 - ANNEXATION TO DUNTHORPE-RIVERDALE COUNTY SERVICE DISTRICT of territory located generally on the southwest edge of the District on the north edge of S.W. Northgate Ct. south of Vacuna St., more particularly: Tax Lot 2401, SW 1/4 NE 1/4 Sec. 34, T1S R1E, W.M., Multnomah County, Oregon.

January 13, 2009

TED WHEELER, CHAIR

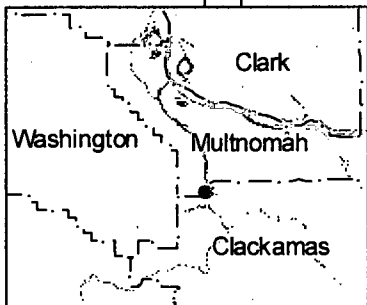
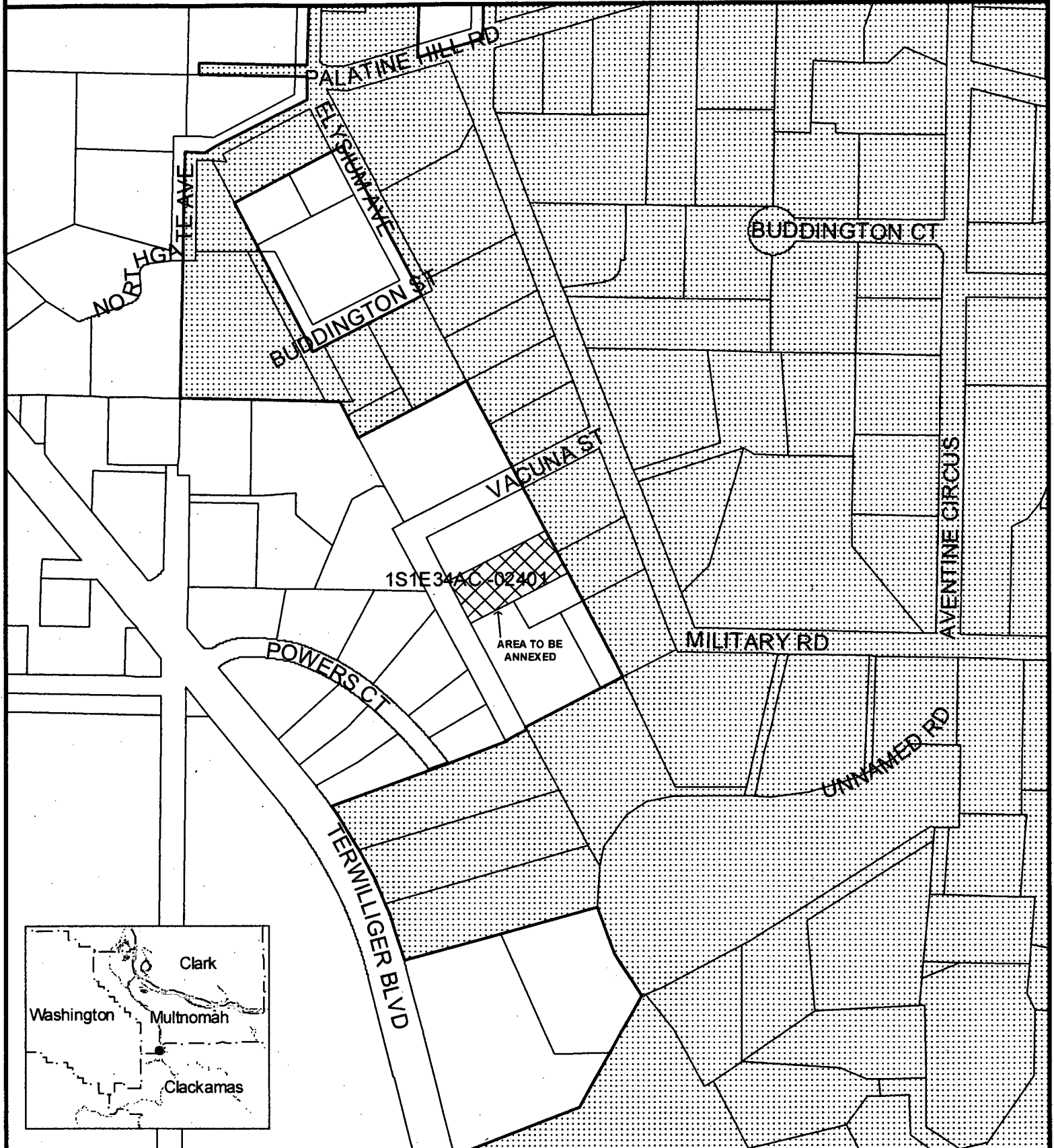
GENERAL INFORMATION AND/OR A COPY OF THE STAFF REPORT MAY BE OBTAINED BY CALLING 503 222-0955.

# MU0408



1s1e34

Dunthorpe-Riverdale Service District

Multnomah County



Data Resource Center  
600 NE Grand Ave  
Portland, OR 97232-2736  
(503) 797-1742  
<http://www.metro-region.org/drc>

 Dunthorpe-Riverdale Service District  
 Areas to be annexed

MU0408

Ken Martin Consulting  
P.O. Box 29079  
Portland, OR 97296-9079  
(503) 222-0955

K M C



1:3,200

TO: Board of County Commissioners

FROM: Ken Martin - Local Government Boundary Change Consultant

Date: January 30, 2009

RE: Boundary Change Proposal No. MU-0408, Annexation to Dunthorpe-Riverdale County Service District for Sewers Set For February 19, 2009 Hearing

1. Recommend /Action Requested: Approval
2. Background/Analysis: See Attached Staff Report
3. Financial Impact: None
4. Legal Issues: None
5. Controversial Issues: None
6. Link to Current County Policies: The relationship to the Multnomah County Comprehensive Framework Plan is covered in the attached staff report.
7. Citizen Participation: Notice of this hearing invites testimony from any interested party. Notice consisted of: 1) Posting 3 notices near the territory and one notice by the County hearing room 20 days prior to the hearing; 2) Publishing notice twice in the Daily Journal of Commerce; 3) Mailed notice sent to affected local governments, all property owners within 100 feet of the area to be annexed.
8. Other Government Participation: The Dunthorpe-Riverdale County Service District is a county service district for sewers for which the Multnomah County Board serves as the Board of Directors. The Board of the District will endorse the annexation prior to the hearing as it is required to do by statute.

## **STAFF REPORT MU-0408**

February 19, 2009 Hearing

### **PROPOSAL NO. MU-0408 - DUNTHORPE-RIVERDALE CSD - Annexation**

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Petitioners: Property Owners – John & Galen Metcalf

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Proposal No. MU-0408 was initiated by a consent petition of the property owners and registered voters. The petition meets the requirement for initiation set forth in ORS 198.855 (3) (double majority annexation law), ORS 198.750 (section of statute which specifies contents of petition) and Metro Code 3.09.040 (a) (lists Metro's minimum requirements for petition). If the Board approves the proposal the boundary change could become effective immediately.

The territory to be annexed is located on the southwest edge of the District, on the north edge of SW Northgate Ct. south of Vacuna Street. The territory contains 20,000 square feet and is vacant.

### **REASON FOR ANNEXATION**

The property owner desires sanitary sewer service to construct one single family dwelling.

### **CRITERIA**

Oregon Revised Statute Chapter 198 directs the Board to "consider the local comprehensive plan for the area and any service agreement executed between a local government and the affected district."

A second set of criteria can be found in the Metro Code. To approve a boundary change, the reviewing entity [the County Board] must apply the criteria and consider the factors set forth in the Code. To approve a boundary change the County must:

- (1) Find that the change is consistent with expressly applicable provisions in:
  - (A) Any applicable urban service agreement adopted pursuant to ORS 195.205;

- (B) Any applicable annexation plan adopted pursuant to ORS 195.205;
  - (C) Any applicable cooperative planning agreement adopted pursuant to ORS 195.020 (2) between the affected entity and a necessary party;
  - (D) Any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services; and
  - (E) Any applicable comprehensive plan; and
- (2) Consider whether the boundary change would:
- (A) Promote the timely, orderly and economic provision of public facilities and services;
  - (B) Affect the quality and quantity of urban services; and
  - (C) Eliminate or avoid unnecessary duplication of facilities and services.

## **LAND USE PLANNING**

### **REGIONAL PLANNING**

This territory is inside of Metro's jurisdictional boundary and inside the regional Urban Growth Boundary (UGB).

### **COUNTY PLANNING**

The territory is zoned R-20 which allows single family dwellings on 20,000 square foot lots.

### **Urban Planning Area Agreements**

LCDC required each jurisdiction requesting acknowledgement of their plan to include in the plan a written statement " . . . setting forth the means by which a plan for management of the unincorporated area within the urban growth boundary will be implemented and by which the urban growth boundary may be modified." This takes the form of urban growth management agreements between each city and county.

The territory to be annexed to the Dunthorpe-Riverdale CSD is covered by Urban Planning Area Agreement between Multnomah County and the City of Portland. The agreement acknowledges that areas covered by the agreement can and should ultimately be provided with a full range of services by the City of Portland and that this should be accomplished through annexation to the City. However the City is not pursuing annexations in this area at this time. The City would have the option of automatically withdrawing this area from the Dunthorpe-Riverdale District at the time of annexation to the City.

## **CITY PLANNING**

The City of Portland has established an Urban Services Boundary which has also been adopted as the Urban Planning Area Agreement boundary. The City's Urban Services Policy acknowledges the City's ultimate primacy as service provider but also calls on the City to coordinate with other urban service providers within the urban services area prior to the ultimate timely annexation of the area.

## **FACILITIES AND SERVICES**

ORS 195 Agreements. This statute requires agreements between providers of urban services. Urban services are defined as: sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit. These agreements are to specify which governmental entity will provide which service to which area in the long term. The counties are responsible for facilitating the creation of these agreements. There are no ORS 195 agreements between the Dunthorpe-Riverdale County Service District and other entities.

Sewers - The Dunthorpe-Riverdale County Service District is a separate governmental entity which has as its board of directors the County Commissioners. The District provides collector sanitary sewer service in the Dunthorpe-Riverdale portion of the County. Through an agreement with the City of Portland, sewage from the District is treated at the City's Tryon Creek regional sewage treatment plant. While previously staffed and run by County employees, the District is now maintained by the City of Portland through a contract. The proposed dwelling can be connected to the District's 8-inch line at the eastern edge of the area to be annexed.

Water. The territory receives water service from the Palatine Hill Water District.

Fire. The territory is within the Multnomah County Rural Fire Protection District #11 (also known as Dunthorpe-Riverdale RFPD #60). This District provides fire protection services via a contract with the City of Lake Oswego.

Police. The site is served generally by Multnomah County.

Other services are provided generally by Multnomah County.

## **RECOMMENDATION.**

Based on the study and the Findings and Reasons for Decision and the Conclusions and Reasons for Decision which are attached and collectively identified as Exhibit A to the proposed County Board Order, the staff recommends Proposal No. MU-0408 be **approved**.



## MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (short form)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-4  
Est. Start Time: 9:45 AM  
Date Submitted: 01/29/09

**Agenda Title:** **R-3 Acting as the Governing Body of the DUNTHORPE RIVERDALE SANITARY SERVICE DISTRICT, Public Hearing and Consideration of the District's Endorsing a Petition to Annex a Single Parcel of Land to the District Pursuant to ORS 198.857**  
**R-4 PUBLIC HEARING and Consideration of an ORDER Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District**

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.*

**Requested Meeting Date:** February 19, 2009 **Amount of Time Needed:** 10 mins  
**Department:** Non-Departmental **Division:** County Attorney's Office  
**Contact(s):** Kenneth S. Martin / Assistant County Attorney Matt Ryan  
**Phone:** 503 222-0955 **Ext.** 83138 **I/O Address:** 503/500  
**Presenter(s):** Kenneth S. Martin and Assistant County Attorney Matt Ryan

### General Information

- What action are you requesting from the Board?**  
Service District Governing Body Endorsement and Board of Commissioners Public Hearing and Adoption of Order Approving Annexation of Territory to Dunthorpe-Riverdale County Service District
- Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**  
See attached Staff Report, Findings and Reasons for Decision submitted by Ken Martin.
- Explain the fiscal impact (current year and ongoing).**  
None.
- Explain any legal and/or policy issues involved.**  
None.

**5. Explain any citizen and/or other government participation that has or will take place.**

Notice of this hearing invites testimony from any interested party. Notice consisted of posting three notices near the territory and one notice in the Multnomah Building lobby twenty days prior to the hearing; publishing notice twice in the Daily Journal of Commerce; and mailed notice sent to affected local governments, all property owners within 100 feet of the area to be annexed.

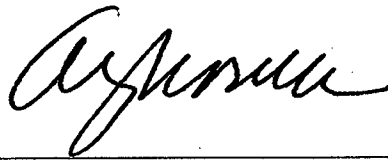
The Dunthorpe-Riverdale County Service District is a county service district for sewers for which the Multnomah County Board serves as the board of Directors. The Board of the District will endorse the annexation prior to the hearing as it is required to do by statute.

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**Required Signature**

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**Elected Official or  
Department/  
Agency Director:**

A handwritten signature in black ink, appearing to read "A. J. Smith", is written over a horizontal line.

**Date:** 1/26/2009

**TO:** Board of County Commissioners

**FROM:** Ken Martin - Local Government Boundary Change Consultant

**Date:** January 30, 2009

**RE:** Boundary Change Proposal No. MU-0408, Annexation to Dunthorpe-Riverdale County Service District for Sewers Set For February 19, 2009 Hearing

1. **Recommend /Action Requested:** Approval
2. **Background/Analysis:** See Attached Staff Report
3. **Financial Impact:** None
4. **Legal Issues:** None
5. **Controversial Issues:** None
6. **Link to Current County Policies:** The relationship to the Multnomah County Comprehensive Framework Plan is covered in the attached staff report.
7. **Citizen Participation:** Notice of this hearing invites testimony from any interested party. Notice consisted of: 1) Posting 3 notices near the territory and one notice by the County hearing room 20 days prior to the hearing; 2) Publishing notice twice in the Daily Journal of Commerce; 3) Mailed notice sent to affected local governments, all property owners within 100 feet of the area to be annexed.
8. **Other Government Participation:** The Dunthorpe-Riverdale County Service District is a county service district for sewers for which the Multnomah County Board serves as the Board of Directors. The Board of the District will endorse the annexation prior to the hearing as it is required to do by statute.

January 13, 2009

**Ref: MU-0408**

Deborah Bogstad  
Multnomah Building, Sixth Floor  
501 SE Hawthorne  
Portland, OR 97214

VIA E-MAIL

Dear Deborah:

ORS 198 requires the posting of a Public Hearing Notice "on or near the doors of the meeting room . . . or upon any official public bulletin board customarily used for the purpose of posting notices by or pertaining to the . . . county."

In order to meet the requirements of Metro Code 3.09.030 (b), the notice needs to be posted by January 30, 2009.

Could you please post the enclosed NOTICE OF HEARING and map in order to comply with this requirement.

Thank you.

Kenneth S. Martin

Enclosures

# PUBLIC HEARING

## NOTICE OF HEARING

NOTICE IS HEREBY GIVEN THAT AT 9:30 AM ON THURSDAY, FEBRUARY 19, 2009, IN THE FIRST FLOOR COMMISSIONER'S BOARDROOM, MULTNOMAH BUILDING, 501 SE HAWTHORNE, PORTLAND, OREGON, THERE SHALL BE A PUBLIC HEARING BY AND BEFORE THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS ON THE BOUNDARY CHANGE PROPOSAL LISTED BELOW. INTERESTED PERSONS MAY APPEAR AND WILL BE GIVEN REASONABLE OPPORTUNITY TO BE HEARD.

PROPOSAL NO. MU-0408 - ANNEXATION TO DUNTHORPE-RIVERDALE COUNTY SERVICE DISTRICT of territory located generally on the southwest edge of the District on the north edge of S.W. Northgate Ct. south of Vacuna St., more particularly: Tax Lot 2401, SW 1/4 NE 1/4 Sec. 34, T1S R1E, W.M., Multnomah County, Oregon.

January 13, 2009

TED WHEELER, CHAIR

GENERAL INFORMATION AND/OR A COPY OF THE STAFF REPORT MAY BE OBTAINED BY CALLING 503 222-0955.

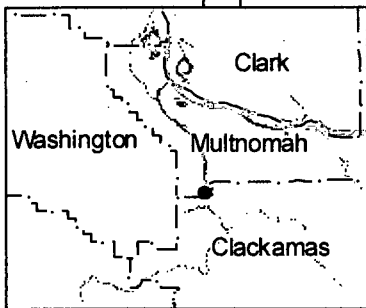
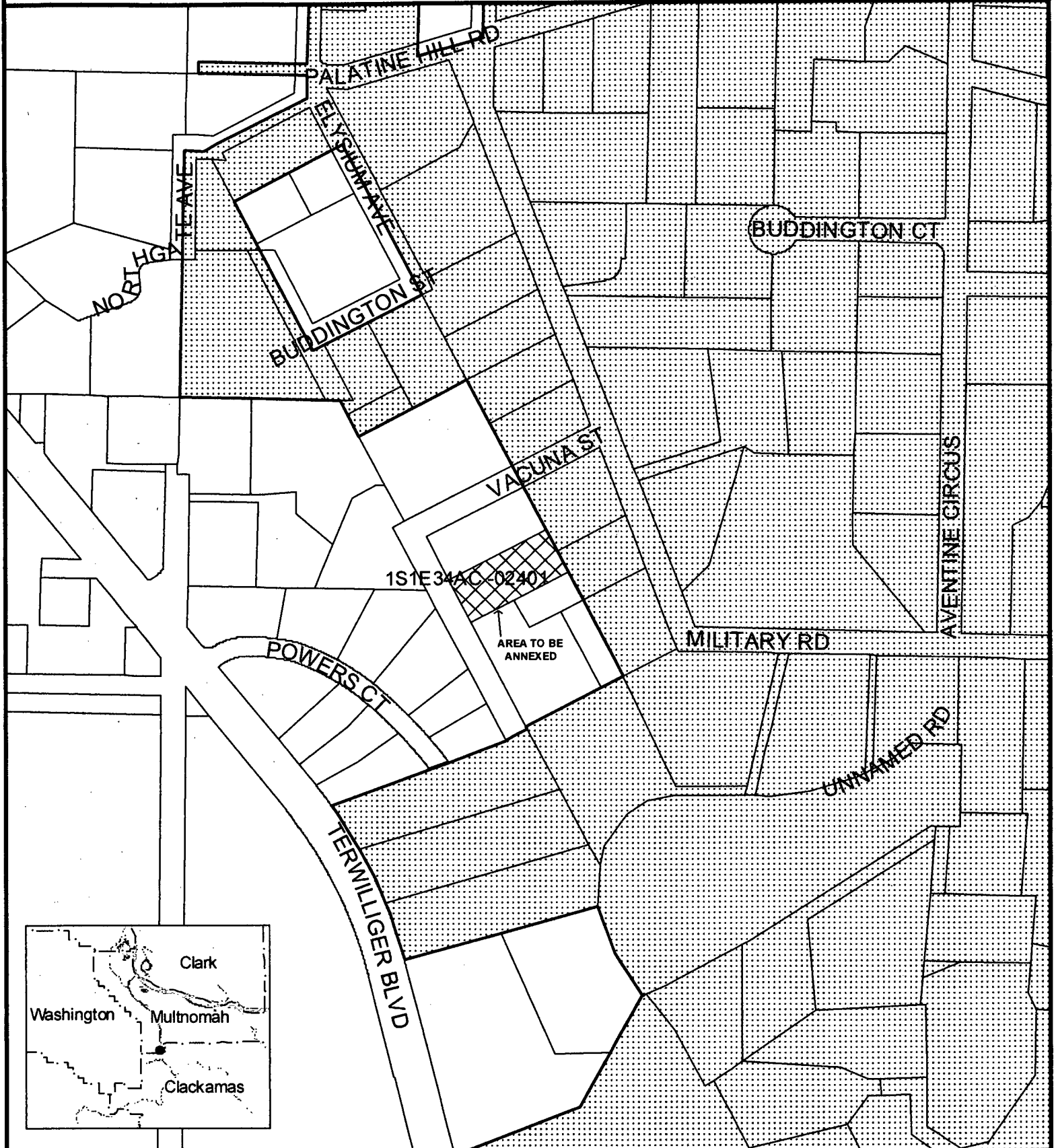
# MU0408

Exhibit C  
Proposal MU-0408



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Dunthorpe-Riverdale Service District

Multnomah County



Data Resource Center  
600 NE Grand Ave  
Portland, OR 97232-2736  
(503) 797-1742  
<http://www.metro-region.org/drc>

 Dunthorpe-Riverdale Service District  
 Areas to be annexed

MU0408

Ken Martin Consulting  
P.O. Box 29079  
Portland, OR 97296-9079  
(503) 222-0955

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1:3,200

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

ORDER NO. \_\_\_\_\_

Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District

**The Multnomah County Board of Commissioners Finds:**

- a. A petition for annexation of certain real property to the Dunthorpe-Riverdale Service District (District) was received pursuant to the applicable procedures set forth in ORS 198.857 and Metro Code 3.09.
- b. A staff report which addressed all the applicable conditions and factors as required under the Metro Code and ORS Chapter 198 was presented to this Board 15 days prior to the original scheduled hearing in this matter on February 19, 2009; as required by the Metro Code, with the recommendation to approve the proposed annexation.
- c. Based on the staff report this Board has made certain findings and conclusions with respect to this proposed annexation that are further explained in the attached "FINDINGS AND REASONS FOR DECISION" identified as Exhibit A.
- d. The real property to be annexed is more particularly described in the attached Exhibit B.
- e. This annexation was endorsed by the District's Board prior to the final action of this Board.
- f. A public hearing was held before the Board of County Commissioners on February 19, 2009 to determine whether the boundary change was appropriate as required by ORS 198.857 and whether it met the criteria laid out in the Metro Code.

**The Multnomah County Board of Commissioners Orders:**

1. On the basis of the Findings and Conclusions listed in Exhibit A, Proposal No. MU-0408; is approved.
2. The property described in Exhibit B and as shown on the attached map identified as Exhibit C is annexed to the Dunthorpe Riverdale Service District. To the extent there is a conflict between the written description provided in Exhibit B and as shown on the map the written legal description shall prevail.
3. The staff is directed to file this document with the required parties.

ADOPTED this 19th day of February 2009.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

\_\_\_\_\_  
Ted Wheeler, Chair

**REVIEWED:**

AGNES SOWLE, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_  
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:  
Agnes Sowle, County Attorney

## FINDINGS AND REASONS FOR DECISION

Based on the staff report and the public hearing, the Multnomah County Board found that:

1. The territory to be annexed contains 20,000 square feet and is vacant.
2. The property owner desires sanitary sewer service to construct one single family dwelling.
3. Oregon Revised Statute Chapter 198 directs the Board to "consider the local comprehensive plan for the area and any service agreement executed between a local government and the affected district."

A second set of criteria can be found in the Metro Code. To approve a boundary change, the reviewing entity [the County Board in this instance must apply the criteria and consider the factors set forth in the Code. To approve a boundary change the County must:

- (1) Find that the change is consistent with expressly applicable provisions in:
    - (A) Any applicable urban service agreement adopted pursuant to ORS 195.205;
    - (B) Any applicable annexation plan adopted pursuant to ORS 195.205;
    - (C) Any applicable cooperative planning agreement adopted pursuant to ORS 195.020 (2) between the affected entity and a necessary party;
    - (D) Any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services; and
    - (E) Any applicable comprehensive plan; and
  - (2) Consider whether the boundary change would:
    - (A) Promote the timely, orderly and economic provision of public facilities and services;
    - (B) Affect the quality and quantity of urban services; and
    - (C) Eliminate or avoid unnecessary duplication of facilities and services.
4. This territory is inside of Metro's jurisdictional boundary and inside the regional Urban Growth Boundary (UGB).

5. The territory is zoned R-20 which allows single family dwellings on 20,000 square foot lots.
6. LCDC required each jurisdiction requesting acknowledgement of their plan to include in the plan a written statement "... setting forth the means by which a plan for management of the unincorporated area within the urban growth boundary will be implemented and by which the urban growth boundary may be modified." This takes the form of urban growth management agreements between each city and county.

The territory to be annexed to the Dunthorpe-Riverdale CSD is covered by the Urban Planning Area Agreement between Multnomah County and the City of Portland. The agreement acknowledges that areas covered by the agreement can and should ultimately be provided with a full range of services by the City of Portland and that this should be accomplished through annexation to the City. However, the City is not pursuing annexations in this area at this time. The City would have the option of automatically withdrawing this area from the Dunthorpe-Riverdale District at the time of annexation to the City.

7. The City of Portland has established an Urban Services Boundary which has also been adopted as the Urban Planning Area Agreement boundary. The City's Urban Services Policy acknowledges the City's ultimate primacy as service provider but also calls on the City to coordinate with other urban service providers within the urban services area prior to the ultimate timely annexation of the area.
8. ORS 195 requires agreements between providers of urban services. Urban services are defined as: sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit. These agreements are to specify which governmental entity will provide which service to which area in the long term. The counties are responsible for facilitating the creation of these agreements. There are no ORS 195 agreements between the Dunthorpe-Riverdale County Service District and other entities.
9. The Dunthorpe-Riverdale County Service District is a separate governmental entity which has as its board of directors the County Commissioners. The District provides collector sanitary sewer service in the Dunthorpe-Riverdale portion of the County. Through an agreement with the City of Portland, sewage from the District is treated at the City's Tryon Creek regional sewage treatment plant. While previously staffed and run by County employees, the District is now maintained by the City of Portland through a contract. The proposed dwelling can be connected to the District's 8-inch line at the eastern edge of the area to be annexed.
10. The territory receives water service from the Palatine Hill Water District.
11. The territory is within the Multnomah County Rural Fire Protection District #11 (also known as Dunthorpe-Riverdale RFPD #60). This District provides fire protection services via a contract with the City of Lake Oswego.
12. The site is served generally by Multnomah County.
13. Other services are provided generally by Multnomah County.

## CONCLUSIONS AND REASONS FOR DECISION

Based on findings, the County Board concluded that:

1. The Metro Code calls for consistency with expressly applicable provisions of urban service agreements adopted pursuant to ORS 195. The annexing entity (Dunthorpe-Riverdale County Service District) is not a party to an urban service agreement. Therefore no inconsistencies exist.
2. The Metro Code requires consistency with expressly applicable provisions of any applicable annexation plan adopted pursuant to ORS 195.205. No city or district annexation plan covers this area. Therefore the boundary change is not inconsistent with any such plan.
3. Metro Code 3.09.045 (d) (1) (C) requires the County to find that the boundary change is consistent with any applicable cooperative planning agreement adopted pursuant to ORS 195.020 (2) between the affected entity and a necessary party. The District is not a party to a cooperative agreement required by ORS 195. Therefore the Board concludes the proposal is consistent with this requirement.
4. The Metro Code at 3.09.045 (d) (1) (C) calls for consistency between the Board decision and any "expressly applicable provisions" contained in any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services. The City's Public Facility Plan calls for service to be ultimately provided by the City and the City allows for interim service to be provided by the District.
5. The Metro Code calls for consistency with expressly applicable provisions in any applicable comprehensive land use plans. ORS 198 requires consideration of the applicable comprehensive plan and any service agreements affecting the area. The Board has reviewed the City of Portland Comprehensive Plan and concludes this proposal complies with it. As noted in Finding 6, the City County Urban Planning Area Agreement calls for service by the City ultimately but does not preclude interim service by the District.
6. Metro Code 3.09.045 (d) (2) (A) requires consideration of whether the boundary change would "Promote the timely, orderly and economic provision of public facilities and services." The District already provides service to the site and to surrounding areas. The Board therefore concludes that annexation promotes the timely, orderly and economic provision of this service.
7. The Metro Code at 3.09.045 (d) (2) (B) calls for consideration of whether the boundary change will affect the quality and quantity of urban services. Given the size of the District, this one-lot annexation will have little or no impact on the District's ability to provide services.
8. The Board is to consider whether the boundary change would "Eliminate or avoid unnecessary duplication of facilities or services." The District which is the only entity with sewer lines in the area. Therefore the Board concludes this criterion is met.

## LEGAL DESCRIPTION

**Lots 5, 6, 11 and 12, Block 85, PALATINE HILL NO. 3, in the County of Multnomah and State of Oregon. Together with that portion of vacated SW Elyslum Avenue which inured to Lots 11 and 12, Block 85, by Vacation Order 2875 of the Board of County Commissioners.**

**TOGETHER WITH an easement for ingress and egress as described in that certain instrument recorded August 5, 2005 as Fee No. 2005-146584.**

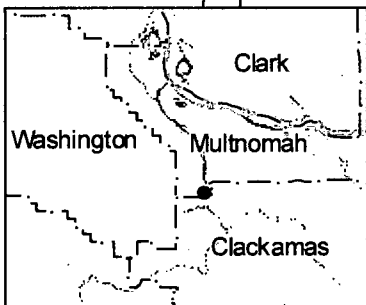
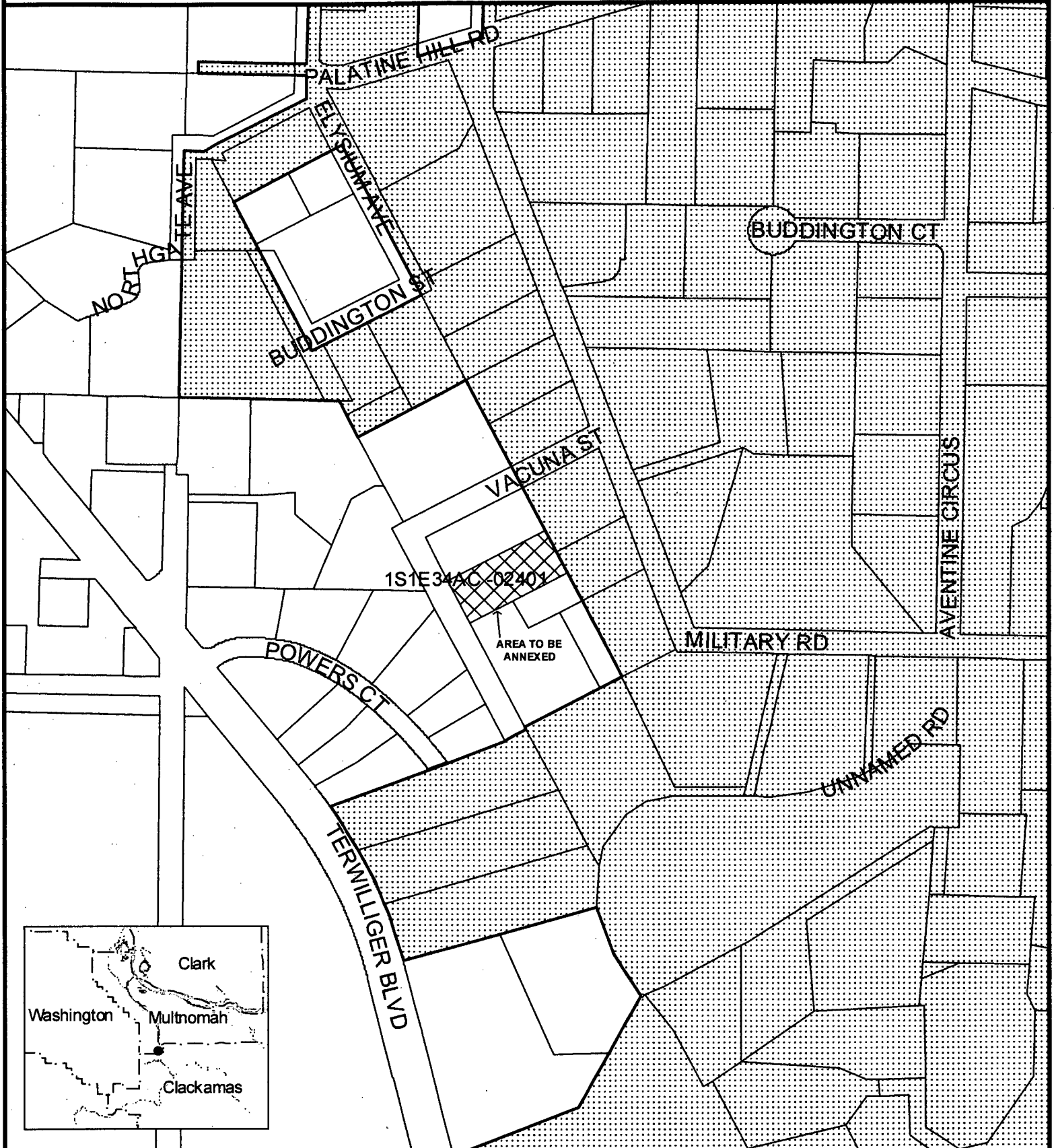
# MU0408

Exhibit C  
Proposal MU-0408



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Dunthorpe-Riverdale Service District

Multnomah County



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 Dunthorpe-Riverdale Service District  
 Areas to be annexed

MU0408

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Portland, OR 97296-9079  
(503) 222-0955

K M C



1:3,200

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

**ORDER NO. 09-021**

Approving the Annexation of Territory to Dunthorpe-Riverdale County Service District

**The Multnomah County Board of Commissioners Finds:**

- a. A petition for annexation of certain real property to the Dunthorpe-Riverdale Service District (District) was received pursuant to the applicable procedures set forth in ORS 198.857 and Metro Code 3.09.
- b. A staff report which addressed all the applicable conditions and factors as required under the Metro Code and ORS Chapter 198 was presented to this Board 15 days prior to the original scheduled hearing in this matter on February 19, 2009; as required by the Metro Code, with the recommendation to approve the proposed annexation.
- c. Based on the staff report this Board has made certain findings and conclusions with respect to this proposed annexation that are further explained in the attached "FINDINGS AND REASONS FOR DECISION" identified as Exhibit A.
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- e. This annexation was endorsed by the District's Board prior to the final action of this Board.
- f. A public hearing was held before the Board of County Commissioners on February 19, 2009 to determine whether the boundary change was appropriate as required by ORS 198.857 and whether it met the criteria laid out in the Metro Code.


**The Multnomah County Board of Commissioners Orders:**

1. On the basis of the Findings and Conclusions listed in Exhibit A, Proposal No. MU-0408; is approved.
2. The property described in Exhibit B and as shown on the attached map identified as Exhibit C is annexed to the Dunthorpe Riverdale Service District. To the extent there is a conflict between the written description provided in Exhibit B and as shown on the map the written legal description shall prevail.
3. The staff is directed to file this document with the required parties.

ADOPTED this 19th day of February 2009.

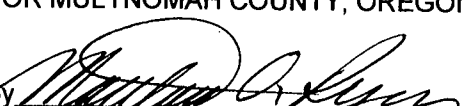


BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
\_\_\_\_\_  
Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By   
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:  
Agnes Sowle, County Attorney

## FINDINGS AND REASONS FOR DECISION

Based on the staff report and the public hearing, the Multnomah County Board found that:

1. The territory to be annexed contains 20,000 square feet and is vacant.
2. The property owner desires sanitary sewer service to construct one single family dwelling.
3. Oregon Revised Statute Chapter 198 directs the Board to "consider the local comprehensive plan for the area and any service agreement executed between a local government and the affected district."

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4. This territory is inside of Metro's jurisdictional boundary and inside the regional Urban Growth Boundary (UGB).

5. The territory is zoned R-20 which allows single family dwellings on 20,000 square foot lots.
6. LCDC required each jurisdiction requesting acknowledgement of their plan to include in the plan a written statement "... setting forth the means by which a plan for management of the unincorporated area within the urban growth boundary will be implemented and by which the urban growth boundary may be modified." This takes the form of urban growth management agreements between each city and county.

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7. The City of Portland has established an Urban Services Boundary which has also been adopted as the Urban Planning Area Agreement boundary. The City's Urban Services Policy acknowledges the City's ultimate primacy as service provider but also calls on the City to coordinate with other urban service providers within the urban services area prior to the ultimate timely annexation of the area.
8. ORS 195 requires agreements between providers of urban services. Urban services are defined as: sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit. These agreements are to specify which governmental entity will provide which service to which area in the long term. The counties are responsible for facilitating the creation of these agreements. There are no ORS 195 agreements between the Dunthorpe-Riverdale County Service District and other entities.
9. The Dunthorpe-Riverdale County Service District is a separate governmental entity which has as its board of directors the County Commissioners. The District provides collector sanitary sewer service in the Dunthorpe-Riverdale portion of the County. Through an agreement with the City of Portland, sewage from the District is treated at the City's Tryon Creek regional sewage treatment plant. While previously staffed and run by County employees, the District is now maintained by the City of Portland through a contract. The proposed dwelling can be connected to the District's 8-inch line at the eastern edge of the area to be annexed.
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12. The site is served generally by Multnomah County.
13. Other services are provided generally by Multnomah County.

## CONCLUSIONS AND REASONS FOR DECISION

Based on findings, the County Board concluded that:

1. The Metro Code calls for consistency with expressly applicable provisions of urban service agreements adopted pursuant to ORS 195. The annexing entity (Dunthorpe-Riverdale County Service District) is not a party to an urban service agreement. Therefore no inconsistencies exist.
2. The Metro Code requires consistency with expressly applicable provisions of any applicable annexation plan adopted pursuant to ORS 195.205. No city or district annexation plan covers this area. Therefore the boundary change is not inconsistent with any such plan.
3. Metro Code 3.09.045 (d) (1) (C) requires the County to find that the boundary change is consistent with any applicable cooperative planning agreement adopted pursuant to ORS 195.020 (2) between the affected entity and a necessary party. The District is not a party to a cooperative agreement required by ORS 195. Therefore the Board concludes the proposal is consistent with this requirement.
4. The Metro Code at 3.09.045 (d) (1) (C) calls for consistency between the Board decision and any "expressly applicable provisions" contained in any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services. The City's Public Facility Plan calls for service to be ultimately provided by the City and the City allows for interim service to be provided by the District.
5. The Metro Code calls for consistency with expressly applicable provisions in any applicable comprehensive land use plans. ORS 198 requires consideration of the applicable comprehensive plan and any service agreements affecting the area. The Board has reviewed the City of Portland Comprehensive Plan and concludes this proposal complies with it. As noted in Finding 6, the City County Urban Planning Area Agreement calls for service by the City ultimately but does not preclude interim service by the District.
6. Metro Code 3.09.045 (d) (2) (A) requires consideration of whether the boundary change would "Promote the timely, orderly and economic provision of public facilities and services." The District already provides service to the site and to surrounding areas. The Board therefore concludes that annexation promotes the timely, orderly and economic provision of this service.
7. The Metro Code at 3.09.045 (d) (2) (B) calls for consideration of whether the boundary change will affect the quality and quantity of urban services. Given the size of the District, this one-lot annexation will have little or no impact on the District's ability to provide services.
8. The Board is to consider whether the boundary change would "Eliminate or avoid unnecessary duplication of facilities or services." The District which is the only entity with sewer lines in the area. Therefore the Board concludes this criterion is met.

## LEGAL DESCRIPTION

**Lots 5, 6, 11 and 12, Block 85, PALATINE HILL NO. 3, in the County of Multnomah and State of Oregon. Together with that portion of vacated SW Elysium Avenue which inured to Lots 11 and 12, Block 85, by Vacation Order 2875 of the Board of County Commissioners.**

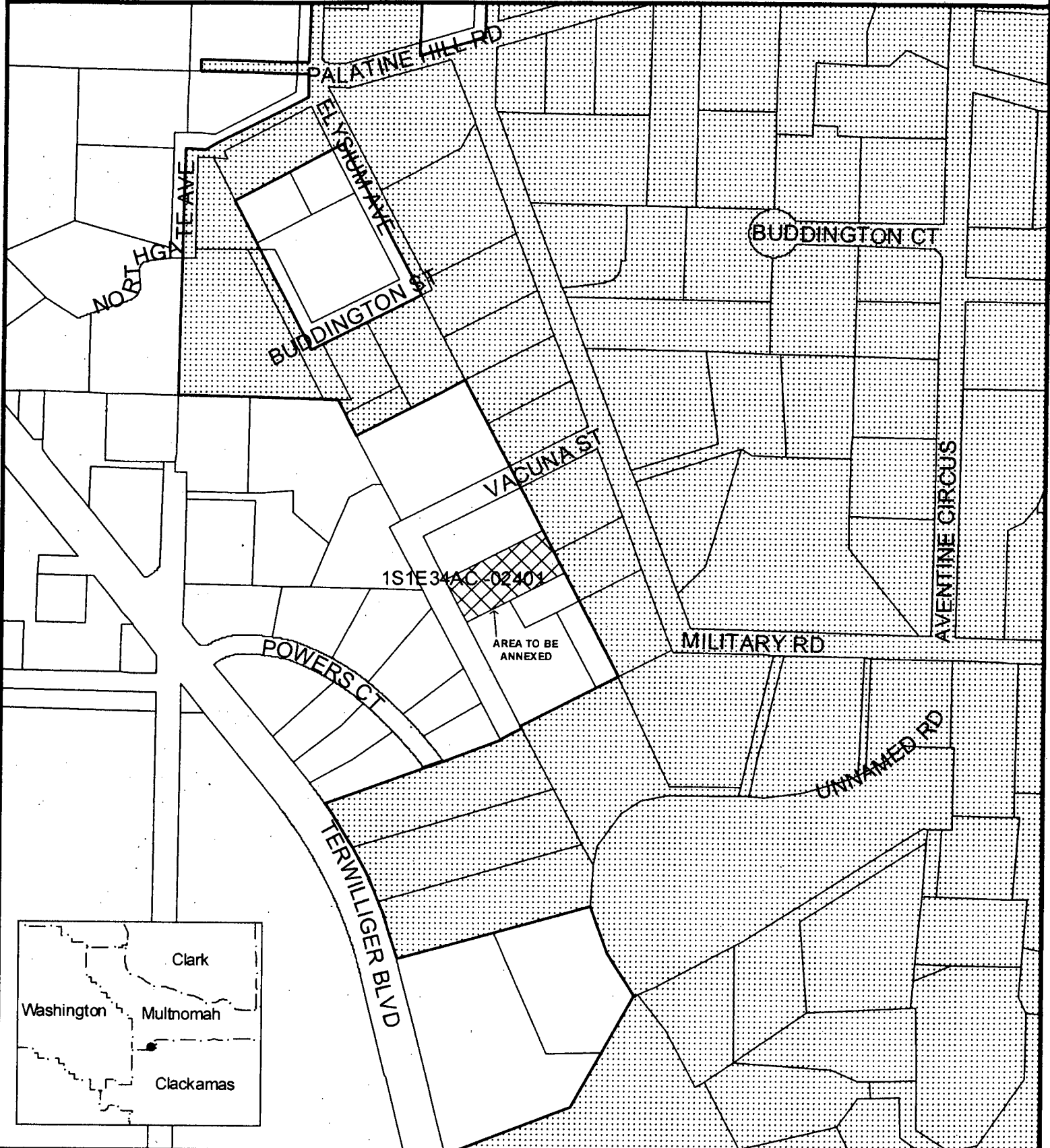
**TOGETHER WITH an easement for ingress and egress as described in that certain instrument recorded August 5, 2005 as Fee No. 2005-146584.**

# MU0408

1s1e34

Dunthorpe-Riverdale Service District

Multnomah County



Data Resource Center  
600 NE Grand Ave  
Portland, OR 97232-2736  
(503) 797-1742  
<http://www.metro-region.org/drc>

Dunthorpe-Riverdale Service District  
 Areas to be annexed

MU0408

Ken Martin Consulting  
P.O. Box 29079  
Portland, OR 97296-9079  
(503) 222-0955

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# MULTNOMAH COUNTY

## AGENDA PLACEMENT REQUEST (revised 09/22/08)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-5  
Est. Start Time: 9:50 AM  
Date Submitted: 01/29/09

**Agenda Title:** Declaration of Cooperation - Sandy River Connections Concept Plan

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.*

Requested Meeting Date: February 19, 2009 Amount of Time Needed: 10 minutes  
Department: Community Services Division: Land Use & Transportation  
Contact(s): Derrick Tokos, Karen Schilling  
Phone: 503-988-3043 Ext. 22682 I/O Address: 455/116  
Presenter(s): Derrick Tokos, Kristen Stallman (ODOT)

### General Information

**1. What action are you requesting from the Board?**

Staff is requesting the Board sign a Declaration of Cooperation, agreeing to participate in the implementation of the Sandy River Connections Concept Plan.

**2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**

The Sandy River Connections Concept Plan provides a framework for coordinating bike/pedestrian and related improvements in the vicinity of the Sandy River Delta to better connect the Delta with the Metropolitan area, the National Scenic Area, the Sandy River, and the Mt. Hood National Forest.

The plan area includes lands immediately east and west of the Sandy River near the City of Troutdale at the river's confluence with the Columbia River. This area is not only the confluence of two important rivers, the Sandy and the Columbia Rivers, but geographically delineates the edge of the Portland metropolitan region from the Columbia River Gorge National Scenic Area and provides a link to the natural resources and recreational opportunities in the Sandy River Basin and other public lands.

Both of the Interstate 84 bridges over the Sandy River are being replaced. As part of that project, the Oregon Department of Transportation (ODOT) is committed to creating bike/pedestrian access over the river and recognized a need to coordinate with partners in the area on how best to make that happen. This included the Forest Service and the non-profit Confluence Project who are working to improve access and recreation experiences at the Delta; the Port of Portland who is redeveloping the former Reynolds Aluminum site; the City of Troutdale who has formed an urban renewal district to redevelop its waterfront; Metro who coordinates trail improvements within the region; Oregon Park and Recreation who manages nearby Lewis and Clark State Park and others with an interest in seeing these venues connected with a bike/pedestrian trail system. This led to the formation of the Sandy River Connections Working Group in 2007, which assisted ODOT in preparing the Concept Plan. The Plan was completed in January of 2008. Multnomah County participated on the working group in its capacity as a coordinator of bike/pedestrian interests in the County and as the land use regulatory authority for development within the National Scenic Area, which begins at the west bank of the river.

In signing the Declaration, the Board will be making a statement that the County will continue to collaborate with its partners to:

- Provide pedestrian/ bicycle access over the Sandy River to improve user safety and provide more efficient access to nature and the recreational areas in the Sandy River Delta, Columbia River Gorge, the Sandy River Basin and other public lands.
- Promote a coordinated multi-use trail system with improved connections to Metro's Regional Trail and Greenway system, including the 40-Mile Loop trail system that serves multiple users and skill levels.
- Improve movement of automobiles and freight along I-84 in the project area. Increase the presence of nature in the project area and incorporate ecological benefits into project designs.
- Improve recreational opportunities and staging for regional recreation outside the Sandy River Connections Planning Area.
- Increase and identify river access and appropriate riverfront opportunities to boost tourism and economic development.
- Work collaboratively with partners to leverage support and resources for projects identified in this Concept Plan.
- Provide opportunities to maximize restoration and recovery of the Sandy River's wild salmon and steelhead.
- Promote collaborative planning efforts among local, county, regional, state and federal partners throughout the Sandy River Basin to identify existing and future natural resource and recreation management issues related to expected increased public use.

The Concept Plan includes locations for a bike/pedestrian bridge that is separate from Interstate-84. Given the high construction cost and Scenic Area rules which frown upon river related construction outside of developed right-of-ways, it is uncertain whether or not such a structure can be built. In the alternative, ODOT is providing bike/pedestrian access on the eastbound span of the new I-84 bridges. This decision was made after the Concept Plan was completed and does not significantly impact the trail connections and bike/pedestrian circulation pattern envisioned in the document.

**3. Explain the fiscal impact (current year and ongoing).**

The Declaration does not require a financial commitment from any of the parties.

**4. Explain any legal and/or policy issues involved.**

There are no legal issues. As a matter of policy, signing the declaration commits the County to collaborating with other partners to achieve the plans objectives.

**5. Explain any citizen and/or other government participation that has or will take place.**

Agencies and organizations that participated include the City of Troutdale, Confluence Project, the Port of Portland, 40-Mile Loop Land Trust, Multnomah County, Metro Regional Government, Oregon Department of Transportation (Region 1), Oregon Parks and Recreation Department, the Oregon Recreational Trails Council, the U.S. Forest Service – Columbia River Gorge National Scenic Area, and the Bureau of Land Management.

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**Required Signature**

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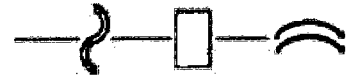
**Elected Official or  
Department/  
Agency Director:**



---

**Date:** 01/29/09

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# Declaration of Cooperation

Sandy River Connections Working Group

February 1, 2008

## *Preface*

The Sandy River Connections Working Group includes representatives from a coalition of local, county, regional, state and federal partners: the City of Troutdale, Confluence Project, the Port of Portland, 40-Mile Loop Land Trust, Multnomah County, Metro Regional Government, Oregon Department of Transportation (ODOT) Region 1, Oregon Parks and Recreation Department, the Oregon Recreational Trails Council, the U.S. Forest Service – Columbia River Gorge National Scenic Area, and the Bureau of Land Management. The Sandy River Connections Working Group is working to ensure coordinated planning and implementation of recreation, transportation, and habitat protection and enhancement related projects in the vicinity of the Sandy River Delta.

In February 2008, the Sandy River Connections Working Group finalized the Sandy River Connections Concept Plan (Concept Plan). The projects described in the Concept Plan will provide improved access to nature, regional recreation resources, workplaces, commercial centers and schools. In addition, the projects described in the Concept Plan will create economic and ecological benefits, provide educational and interpretive opportunities and serve a broad public user base. With the Concept Plan in place, the Sandy River Connections Working Group will seek opportunities to leverage funding and other resources to implement projects described in the Concept Plan. As new projects are identified by the Working Group, the Concept Plan will be amended to include them. This Declaration does not constitute a financial commitment at this time for any members of the Sandy River Connections Working Group.

## *Project Area*

The Sandy River Connections Concept Plan project area includes the area immediately east and west of the Sandy River near the City of Troutdale at the river's confluence with the Columbia River. The project area is not only the confluence of two important rivers, the Sandy and the Columbia Rivers, but geographically delineates the edge of the Portland metropolitan region from the Columbia River Gorge National Scenic Area and provides a link to the natural resources and recreational opportunities in the Sandy River Basin and other public lands.

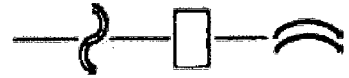




### *Concept Plan Objectives*

- Provide pedestrian/ bicycle access over the Sandy River to improve user safety and provide more efficient access to nature and the recreational areas in the Sandy River Delta, Columbia River Gorge, the Sandy River Basin and other public lands.
- Promote a coordinated multi-use trail system with improved connections to Metro's Regional Trail and Greenway system, including the 40-Mile Loop trail system that serves multiple users and skill levels.
- Improve movement of automobiles and freight along I-84 in the project area.
- Increase the presence of nature in the project area and incorporate ecological benefits into project designs.
- Improve recreational opportunities and staging for regional recreation outside the Sandy River Connections Planning Area.
- Increase and identify river access and appropriate riverfront opportunities to boost tourism and economic development.
- Work collaboratively with partners to leverage support and resources for projects identified in this Concept Plan.
- Provide opportunities to maximize restoration and recovery of the Sandy River's wild salmon and steelhead.
- Promote collaborative planning efforts among local, county, regional, state and federal partners throughout the Sandy River Basin to identify existing and future natural resource and recreation management issues related to expected increased public use.





We, the undersigned, agree to participate in the implementation of the Sandy River Connections Concept Plan, to strive to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits, and to communicate and collaborate with other team members in promoting the successful implementation of the plan.

We, the undersigned, also agree that separate Intergovernmental or Cooperative Improvement Agreements may be required between affected participating parties. Said agreement(s) must be executed prior to construction of Project elements, or financial contributions made toward such a Project.

### Elected Officials

Paul Thaler  
Mayor, City of Troutdale

James Bonin  
Metro Council President, Metro Regional Government

02-25-08  
Date

5 Mar 2008  
Date

\_\_\_\_\_  
Commission Chair, Multnomah County

\_\_\_\_\_  
Date

### Agency Representatives

Sam Telle  
Region 1 Manager, ODOT

Daniel Harpender  
Area Manager, Columbia River Gorge National Scenic Area, USFS

Tom Wood  
Director, Oregon Parks and Recreation

Dan Vignati  
Executive Director, Port of Portland

Cindy Enstrom  
Cascades Field Manager, Bureau of Land Management

3/10/08  
Date

2/14/08  
Date

3/26/08  
Date

3/25/08  
Date

2/25/2008  
Date

### Non Profits

Jane L. Jacobson  
Executive Director, The Confluence Project

Robert E. O'Leary  
President, 40 Mile Loop Land Trust

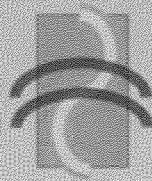
N. Bruce Ranning  
Chair, Oregon Recreational Trails Council

2.19.2008  
Date

3/28/08  
Date

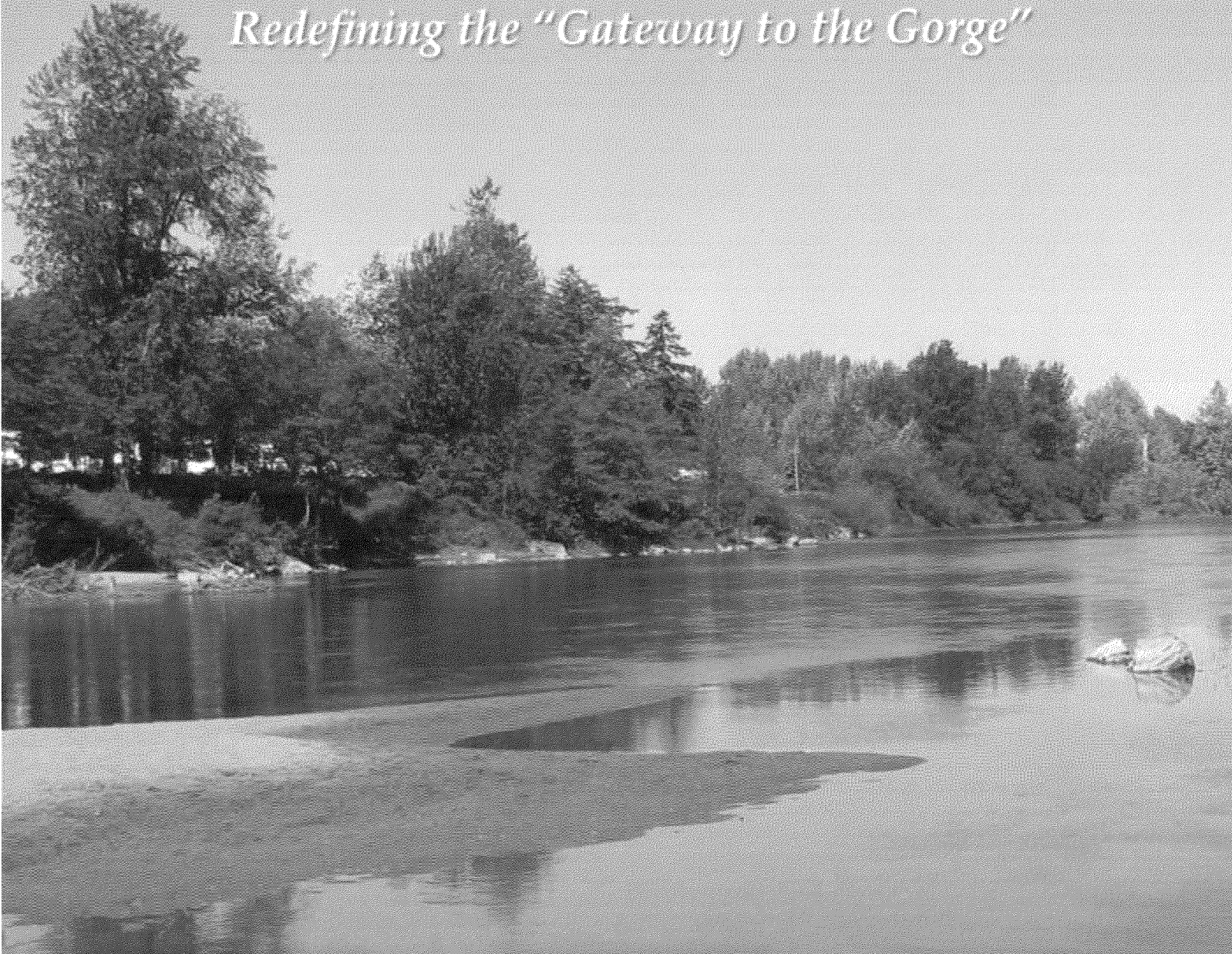
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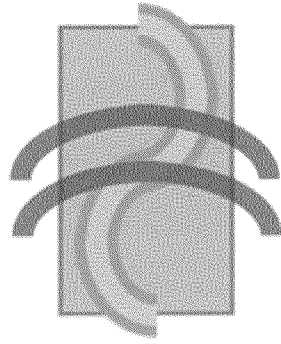




# SANDY RIVER CONNECTIONS CONCEPT PLAN

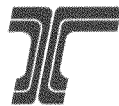
*Redefining the "Gateway to the Gorge"*



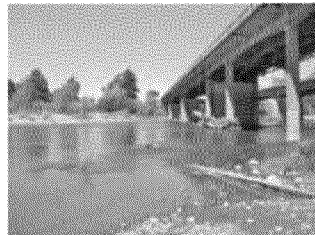
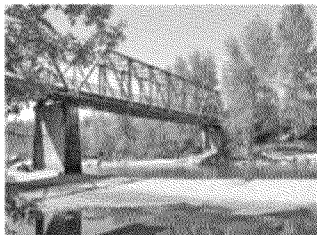


# Sandy River Connections Concept Plan

Redefining the "Gateway to the Gorge"



A Concept Plan  
January 2008



Layout by **ODOT**Design



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# Project Background

## *What is the purpose of the Sandy River Connections Concept Plan?*

The Sandy River Connections project area (Figure 3) is considered the "Gateway to the Gorge" and conversely the "Gateway to the Metropolitan Area". The Sandy River Connections Concept Plan (Concept Plan) provides a framework for partners to coordinate current and future opportunities for recreational, transportation, educational and interpretive and natural resource improvements in the vicinity of the Sandy River Delta. These improvements will better link the Sandy River Delta area with the Portland Metropolitan area, the Columbia River Gorge National Scenic Area, the Sandy River and the Mt. Hood National Forest.

The projects described in the Concept Plan will provide improved access to nature, regional recreation resources, workplaces, commercial centers and schools. In addition

## SANDY RIVER CONNECTIONS Mission Statement:

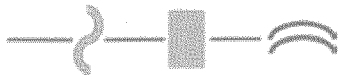
*Link the Portland Urban Area open space network to recreational opportunities associated with the Columbia Gorge National Scenic Area, the Sandy River, and Mt. Hood National Forest while improving the scenic and natural resource qualities of the Sandy River Connections project area, the "Gateway to Gorge".*

the Concept Plan will create economic and ecological benefits, provide educational and interpretive opportunities and serve a broad public base. With the Concept Plan in place, the Sandy River Connections working group will seek opportunities to leverage funding and other resources to implement projects described in the Concept Plan. As new projects are identified, the Concept Plan will be amended accordingly.



Figure 1 – A view to the Sandy River looking south from the Interstate 84 Bridge





## Concept Plan Objectives

- Separate pedestrian/ bicycle use from automobile access over the Sandy River to improve user safety and provide more efficient access to nature and the recreational areas in the Sandy River Delta, Columbia River Gorge, the Sandy River Basin and the Mount Hood National Forest trail system.
- Promote a coordinated multi-use trail system with improved connections to Metro's Regional Trail and Greenway system, including the 40-Mile Loop trail system that serves multiple users and skill levels.
- Improve movement of automobiles and freight along I-84 in the project area.
- Increase the presence of nature in the project area and incorporate ecological benefits into project designs.
- Improve recreational opportunities and staging for regional recreation outside the Sandy River Connections Planning Area.
- Increase and identify river access and appropriate riverfront opportunities to boost tourism and economic development.
- Work collaboratively with partners to leverage support and resources for projects identified in this Concept Plan.
- Serve as a resource to a wide variety of recreational and scenic area users.
- Provide opportunities to maximize restoration and recovery of the Sandy River's wild salmon and steelhead.
- Promote collaborative planning efforts among local, county, regional, state and federal partners throughout the Sandy River Basin to identify existing and future natural resource and recreation management issues related to expected increased public use.



*Figure 2 – A site visit with the Sandy River Connections Working Group*



Where is the Sandy River Connections project area?

The Sandy River Connections Concept Plan project area includes the area straddling the

Sandy River near the City of Troutdale at the river's confluence with the Columbia River. The project area is not only the confluence of two important rivers, the Sandy and the Columbia Rivers, but geographically



Figure 3 – The Sandy River Connections Project Area (enlarged foldout version at end of document)





delineates the edge of the Portland metropolitan region from the Columbia River Gorge National Scenic Area and provides links to natural resources and recreational resources and opportunities in the Sandy River Basin and the Mt. Hood National Forest.

### *Who is involved in this effort?*

The Sandy River Connections Working Group includes representatives from a coalition of local, county, regional, state and federal partners:

- the City of Troutdale;
- the Confluence Project;
- the Port of Portland;
- the Sandy River Basin Partners;
- 40-Mile Loop Land Trust;
- Multnomah County;
- Metro Regional Government;
- Oregon Department of Transportation (ODOT) Region 1;
- Oregon Parks and Recreation Department;
- the Oregon Recreational Trails Council;
- the U.S. Forest Service – Columbia River Gorge National Scenic Area;
- Columbia River Gorge Commission; and
- the Bureau of Land Management.

This coalition of partners is working to ensure coordinated planning and implementation of recreation, transportation and habitat protection and enhancement related projects in the vicinity of the Sandy River Delta.

### *How does this Concept Plan relate to other regional planning efforts?*

The Sandy River Connections Concept Plan project area describes overlapping planning efforts that straddle the Portland

Metropolitan Urban Growth Boundary and Columbia River Gorge National Scenic Area. The following plans and planning efforts informed the development of the Sandy River Connections Concept Plan:

### **Columbia River Gorge National Scenic Area (CRGNSA)**

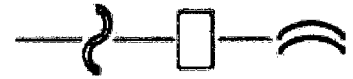
The Columbia River Gorge National Scenic Area Recreation Development proposals list identifies the Sandy River Delta Area as the “southwest orientation and information gateway” to the scenic area. While the Sandy River Connections Concept Plan does not include plans for an information center, the improvements to the Sandy River Delta Area will improve the source and dissemination of interpretive information through a better network of trails and signage and way-finding.

The Sandy River Connections Concept Plan is also consistent with the National Scenic Area Management; *goal to protect and enhance recreation opportunities while ensuring open space resource protection*. I-84 and the Sandy River are also deemed “key viewing areas” from which National Scenic Area landscapes can be seen. Informal recreational use occurs throughout the project area including dog walking, fishing, swimming, boating, hiking, and horseback riding. While some park facilities exist, such as Lewis and Clark State Park, much of the area is undeveloped yet heavily used.

### **Sandy River Basin Partners**

From its headwaters high on Mt. Hood to its delta just outside of the Portland metro area, Oregon’s Sandy River is a regional treasure. Since 2000, the Sandy River Basin Partners is a consortium of public and private organizations working together have worked





to coordinate efforts for the restoration and recovery of the river's wild salmon and steelhead. The Sandy River Connections Concept Plan was conceived with no knowledge that a similar project to provide a plan to restore the Sandy was occurring on a larger scale up river.

In 2000, the Partners were prompted by two announcements to begin their collaborative work: the listing of steelhead trout and Chinook salmon on the threatened species list under the federal Endangered Species Act, and Portland General Electric's announcement that it would remove the Little Sandy and Marmot dams. Currently, the Partners are working on a Basin-wide restoration strategy to guide restoration priorities.

Through coordinated fundraising efforts and ongoing prioritization of restoration projects, the Partners actively apply their joint research to achieving their vision for the Sandy River Basin. Implementation of the projects in the Sandy River Connections Concept Plan will support the restoration strategies developed by the Sandy River Basin Partners.

## I-84 Corridor Strategy

The I-84 Corridor Strategy was developed by ODOT, the Columbia River Gorge Commission, USDA Forest Service, Federal Highway Administration and the three counties within the National Scenic Area. The I-84 Corridor Strategy consists of a long-term vision and design guidelines for the Interstate 84 corridor with the Columbia River Gorge National Scenic Area to guide design, construction and management activities. A clear, cohesive framework for managing and approving design in the corridor expedites the implementation of

needed improvements of modifications to the Interstate 84 facilities in an efficient manner while establishing continuity of design for corridor features in the National Scenic Area.

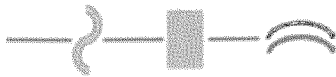
The Vision Statement for this document states that Interstate 84 in the Columbia River Gorge National Scenic Area (CRGNSA) is a critically important corridor that serves as a primary regional transportation artery, a key interstate freight route, and a scenic highway. Interstate 84 is envisioned as:

- a corridor where the traveling through is as important as the traveling to;
- providing safe and efficient movement of people and goods while respecting and highlighting the magnificent landscape through which it passes;
- a route with distinctive and cohesive identity that reflects the character and values of the CRGNSA;
- a vital connector serving social and economic needs by providing access to and between communities, services, recreation areas and tourism destinations; and
- a model of design and management of interstate highways in scenic rural landscapes.

## Regional Trail Planning Efforts

- *Lewis and Clark's Historic Trail*  
Lewis and Clark explored the Sandy River Delta Area, calling it the "Quicksand River". They noted in their journal that it had two mouths and they learned from speaking with natives that the river was not navigable due to falls. Today the Sandy River Connections project area is located along the Lewis and Clark National Historic Trail. Several





area projects commemorate the historic significance of Lewis and Clark's Expedition. Among these, the Confluence Project is developing a Wildlife Viewing Platform at the Sandy River Delta. Lewis and Clark State Park's name also reflects this historic event. Oregon Parks and Recreation Department recently completed a Lewis and Clark Interpretive Trail; a short loop trail with interpretive panels describing the relationship of the explorers to local geography, native people, and vegetation.

- **Metro Regional Trails and Greenway System**  
The proposed Sandy River Connections Concept Plan is consistent with the regionally recognized Metro Regional Trails and Greenways System (Figure 4). The Concept Plan identifies missing links in the Metro Regional Trail and

Greenways System, including gaps in the 40-Mile Loop System within the project area. Closing these gaps will connect the project area to the Springwater Corridor trail and the Beaver Creek Canyon trail, allowing connections to the Clackamas River, the Sandy River and the Mt. Hood National Forest trail system.

- **40-Mile Loop**  
The 40-Mile Loop (Figure 5) was originally proposed by the Olmstead brothers, was designed to connect Portland area parks. Now it is approximately 140 miles of regional trail that loop throughout the Portland Metropolitan area connecting over 30 parks. In addition, 40-Mile Loop connections to Troutdale are missing. The City of Troutdale's Proposed Parks Master Plan recommends a trail link to the 40-mile loop. Presently the official

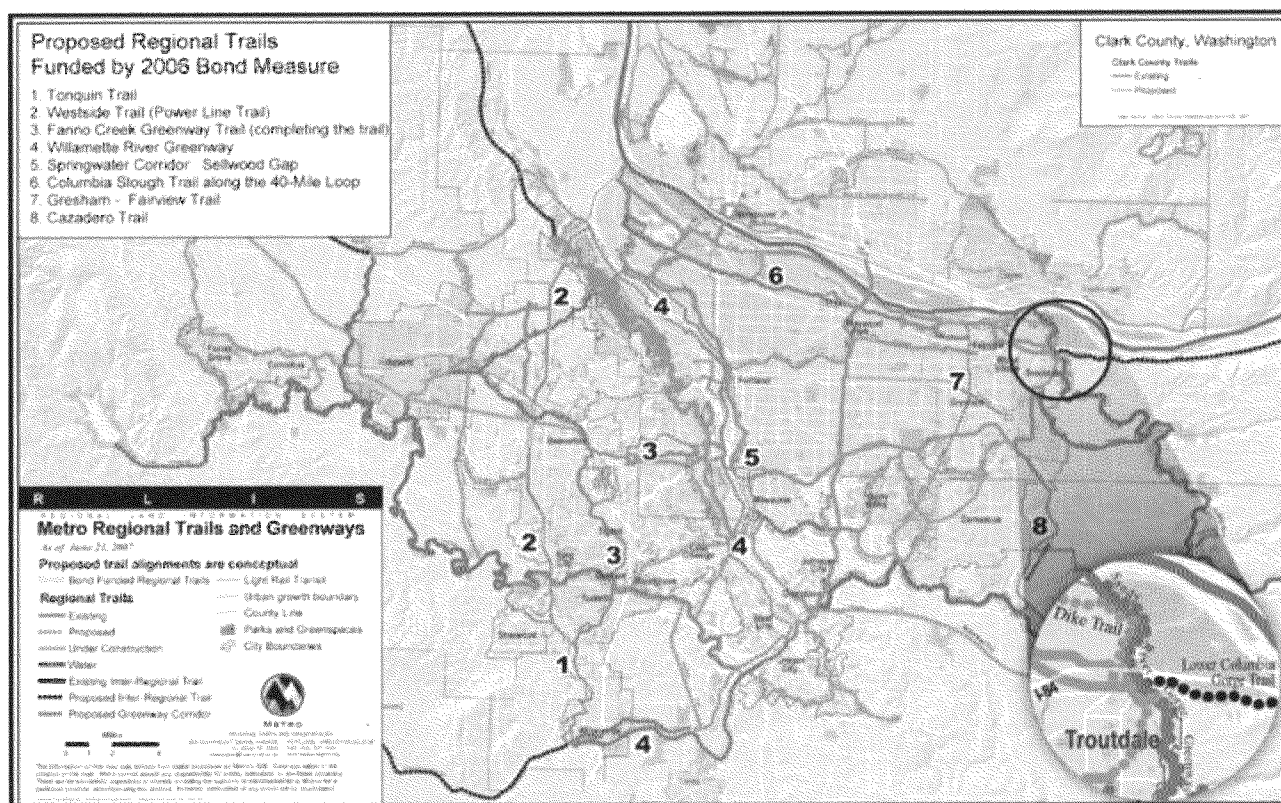


Figure 4 – Metro's Regional Trails

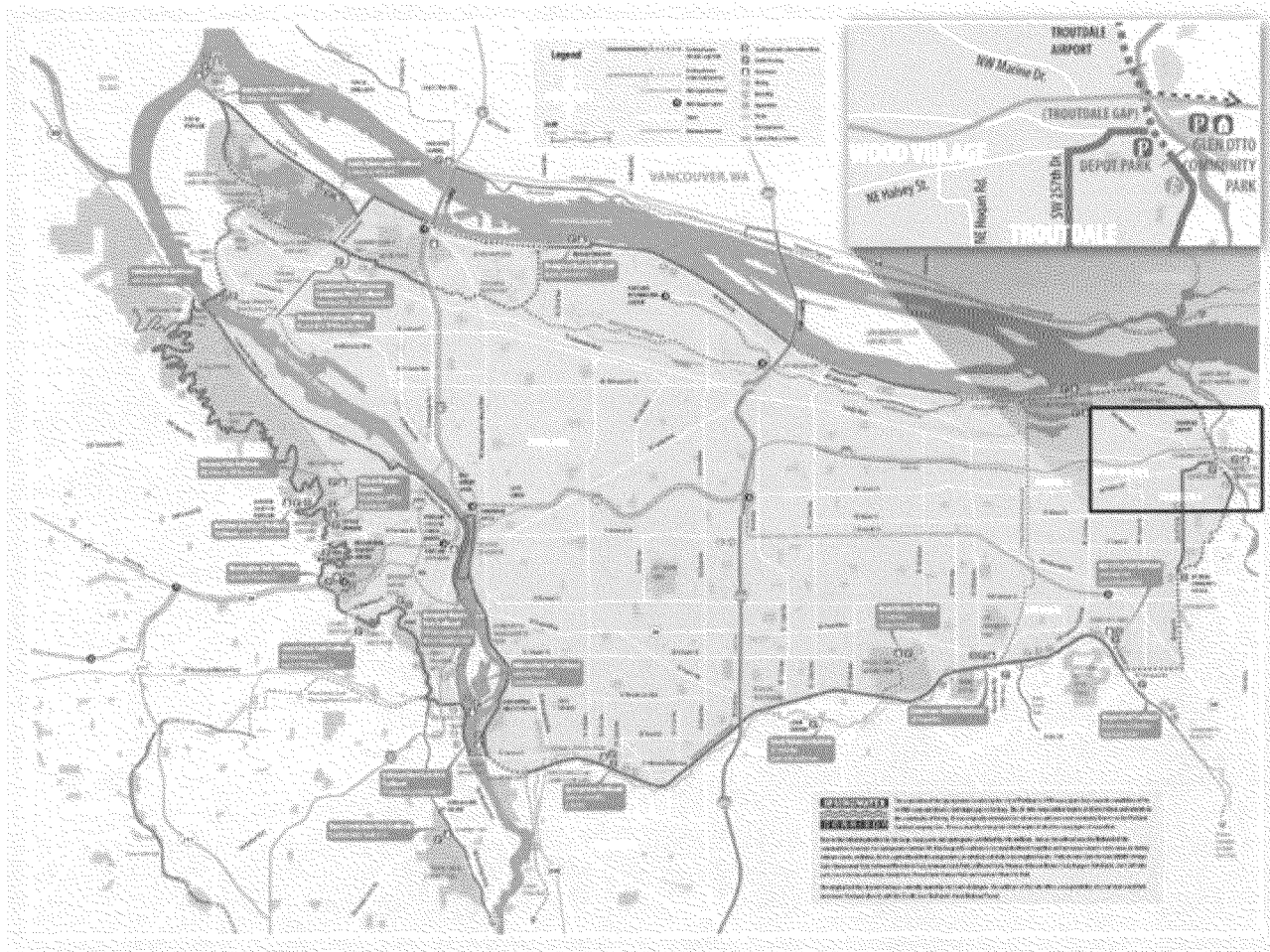


Figure 5: 40-mile loop map

- 40-mile loop follows existing streets. The proposed trail connection within this plan will connect to the 40-mile loop, providing an off-street trail alternative.
- Chinook Trail**  
 The Chinook Trail Association promotes a bi-state loop through Oregon and Washington. This proposed trail calls for a link from the east, where the trail runs into 40-mile Loop trails. The Sandy River Connections Project would realize this section of the Chinook Trail. The Oregon Parks and Recreation Department recognizes the same trail in their 1994 Master Plan for the Columbia River Gorge Parks.
- "Oregon, the Place that Bicycles Dream Of"**  
 Oregon, especially the Columbia Gorge, is a destination for out-of-state cyclists. Increased tourism due to safer bike trails would result in economic benefits to the local economy. The State of Oregon in partnership with tourism, biking, and recreational industries is working together to promote Oregon as destination for bicycle touring.
- Sandy River Basin Vision Document**  
 The Sandy River Basin Vision document was spearheaded by the Bureau of Land Management in collaboration with created a consortium of public agencies and non-profit organizations





to provide a conceptual framework for planners and land managers to identify opportunity for recreation-related opportunities stakeholders within the Sandy River Basin. The Vision Document to explores the issues, needs, and vision for the entire Basin, which has not been done to date. This effort stimulated discussion, identified existing needs, articulated potential opportunities

for increased coordination, resource sharing, and partnership amongst stakeholders throughout the entire Basin. This document is intended to provide planners and land managers a conceptual framework to identify recreation related opportunities in the Sandy River Basin. The Sandy River Connections Plan complements this effort being spearheaded by the Bureau of Land Management.





## SANDY RIVER CONNECTION PROJECTS: North Troutdale Area: Reynold's Industrial Site to I-84

### *Description*

The Reynold's Industrial site is located in the NW quadrant of the Sandy River Connections Project Area, bounded on the south by I-84 westbound bridge and the Sandy River to the east. At 700 acres, it is the largest remaining zoned industrial property inside the region's Urban Growth Boundary. The Port of Portland is expecting the site to be a mix of manufacturing and distribution. Expected site development will occur over two to three years and the site master plan will include a network of trails and natural areas.

### *Opportunities*

- This area offers an excellent potential to link to the 40-Mile Loop Trail. The Port of Portland is pursuing funding

opportunities to connect a trail to Chinook Landing and beyond to the Marine Drive Trail, a popular multi-use trail destination along the Columbia River.

- Oregon Bridge Delivery Unit has agreed to accommodate a north south trail under the I-84 Sandy River Bridges.

### *Challenges*

- Trail access under I-84 may be limited during the winter due to high water.
- The Port of Portland has obtained supplemental funding through the Recreational Trail Program for the Dike Trail; however a critical gap remains north of the I-84 bridges.

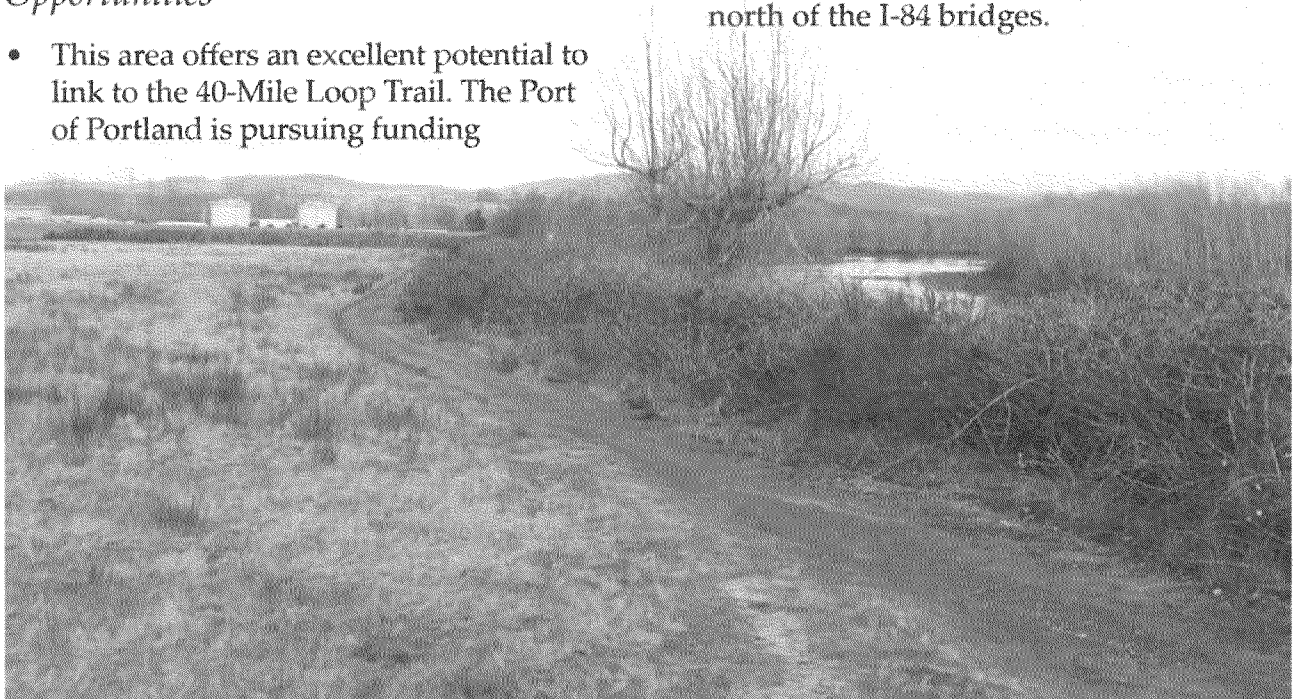


Figure 6 – A view north along the dike on the west side- future trail alignment





- While Oregon Bridge Delivery Unit is accommodating a trail under the I-84 Bridges, this does not imply that a paved trail will be constructed; funds need to be acquired for this construction.

#### *General Considerations and Recommendations*

- Take advantage of scenic views of the Sandy River when connecting to the 40-Mile Loop.
- Include wayfinding and signage.
- Consider incorporating gateway elements: such as using bridge structures to and from Troutdale.

#### *North Troutdale Projects*

##### **1. Dike Trail**

The Port of Portland envisions the 40-mile loop trail extended to the levee along the west side of the Sandy River, accommodating pedestrian and bicycle access. The Port has successfully applied for Recreational Trail Program (RTP) grant funds to construct this project; however a critical gap remains north of the Interstate Bridge.

##### **2. West Connection under the I-84 Bridges**

This part of the project has several obstacles but is critical for linking the Reynold's Industrial site to the Troutdale Urban Renewal Area.





## SANDY RIVER CONNECTION PROJECTS: Troutdale Urban Renewal Area

### *Description*

The City of Troutdale plans to redevelop portions of the current outlet and develop (Figure 7) the former wastewater treatment facility and adjacent industrial buildings. A proposed trail would run north-south under the I-84 bridges connecting the future mixed-use development; open space, residential units, retail, and office space to the Sandy River. Currently, many cyclists access the Historic Columbia River Highway by passing through Downtown Troutdale and across the Historic Troutdale Bridge.

### *Opportunities*

- The proposed trail section between I-84 and the railroad bridge follows an existing service road.
- Views to the east and upstream are unencumbered offering good views of Broughton Bluff and the Sandy River.

### *Challenges*

- Due to high water, access under the Railroad Bridge may be limited during winter.

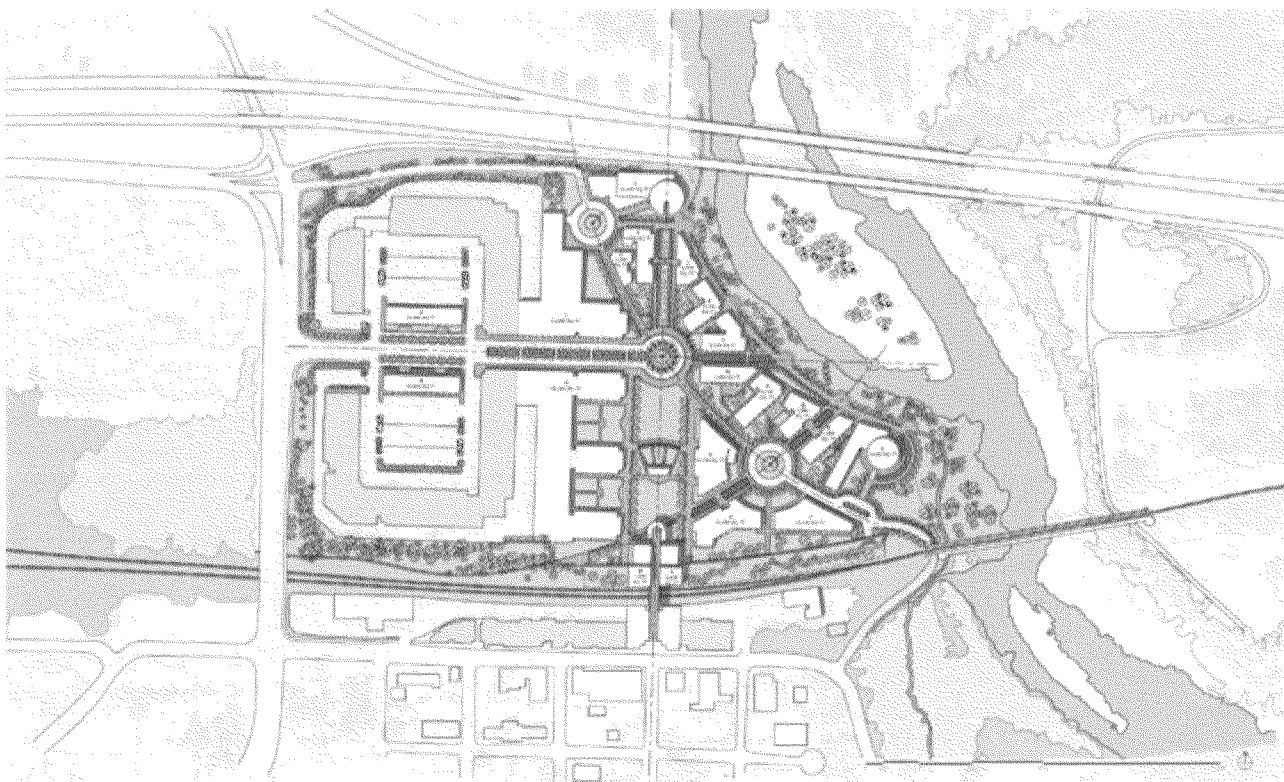


Figure 7 – Troutdale Urban Renewal Visioning Plan





- This connection is also a proposed vehicular access for the urban renewal area and may cause conflicts with the pedestrians and cyclists if not designed properly.



*Figure 8 – Looking south along the proposed trail alignment through the urban renewal area*

### *General Considerations and Recommendations*

- Wayfinding and signage are a critical part of this trail section, orienting users to upcoming trail sections and points of interest.
- The proposed trail may accommodate locations for the proposed Sandy River pedestrian/bicycle bridge.
- Placing the bike/ped bridge near the Railroad Bridge, will make it visible from Troutdale's Main Street (West Columbia River Highway) which would encourage use and visually link the downtown to the River.
- Troutdale's urban renewal plan suggests access points connecting the proposed multi-use trail at various locations between the I-84 bridges and the Railroad Bridge to the proposed residential and commercial areas.
- The City's urban renewal plan proposes connections between downtown and the redevelopment site via a pedestrian crossing over the railroad tracks that flank the northern section of downtown

to the west of the Railroad Bridge. This type of redevelopment could generate local trail activity and improve safety through increased trail use

### *Troutdale Urban Renewal Projects*

#### **3. Riverside Trail**

The proposed River Front Trail (Figure 8), which is the focal point of the urban renewal area, will follow the riparian edge and pass under the Railroad Bridge (Figure 9) connecting to downtown Troutdale at the Museum and Depot Park.

#### **4. Access under Railroad Bridge**

The city is pursuing a combined use road and trail under the railroad bridge providing access to downtown via Depot Park. Space limitations will require a creative design solution to ensure safety for the bicyclists and pedestrians on this trail connection.

##### **4a. Access over the Railroad**

The City is proposing an important connection over the railroad linking the urban renewal area to downtown. This connection is planned to be the primary pedestrian connection into the historic downtown. Presently, the railroad and topography separate these areas.



*Figure 9 – The City has secured an easement for a road/trail access under the existing railroad bridge*



# SANDY RIVER CONNECTION PROJECTS:

## South Troutdale Area

### *Description*

This area extends from the Railroad Bridge to the Historic Troutdale Bridge along the Columbia River Highway. Current trail planning shows the trail coming from under the Railroad Bridge and terminating at the Museum in Downtown Troutdale (Figure 10). It is possible for the trail to split at this point and follow the western Beaver Creek riparian corridor (Figure 11) to the Historic Troutdale Bridge. The trail would run between the RV Park and several parcels of public and private property connecting



*Figure 10 – West side of the river, looking west towards downtown Troutdale at Depot Park*

the user to the park and parking lot at west end of the Historic Troutdale Bridge. Access would continue along Historic Columbia River Highway from downtown Troutdale to the Historic Troutdale Bridge via bicycle lanes and sidewalks.

### *Opportunities*

- Users can experience a riparian corridor if the alignment follows Beaver Creek.
- Continuation of multi-use trail system; the Troutdale Park Plan includes the Beaver Creek Canyon Trail to south of the study area.
- Potential walking loop from downtown to the Historic Troutdale Bridge and park.



*Figure 11 – Beaver Creek riparian area*

### *Challenges*

- Property acquisition or easements with the Beaver Creek alternative.
- Possible impacts to Depot Park.





### *General Considerations and Recommendations*

- Future conceptual design work should include researching the trail splitting at the Railroad Bridge and having one section continue along Beaver Creek to the Historic Troutdale Bridge, providing a potential mini-loop for walking and biking; diversifying the user experience.
- Wayfinding and signage should be a part of the Museum trail staging area, especially if the multi-use trail uses the sidewalk and bicycle lanes.

### *South Troutdale Projects*

#### **5. Depot Park Improvements**

Depot Park is located off East Columbia River Highway. This 2.25 acre park lies adjacent to the Union Pacific Railroad and the confluence of Beaver Creek and the Sandy River. The park currently has a 0.1-mile trail. The Troutdale Parks Master Plan proposes a 0.4-mile trail extension. This proposed trail would extend north along the Sandy River providing access to the urban renewal project and link to the proposed dike trail.

#### **6. HCRH Sidewalks and Bike Lanes**

This route follows existing city streets (Figure 12) connecting downtown Troutdale to the Historic Troutdale Bridge along the original alignment of the Historic Columbia River Highway.

#### **7. Beaver Creek Trail Alternative**

This alternative would take users along scenic Beaver Creek. The current Beaver Creek Canyon Trail, which is south of the proposed trail, is the backbone of Troutdale's north/south trail network providing passive recreation opportunities for numerous residents. The Troutdale Parks Plan does not include proposals to connect the trail along Beaver Creek to Depot Park, however a proposed extension would add 1.6 miles to the existing trail, connecting Glenn Otto Park/trail system to the north and Mt. Hood Community College Natural Area/trail system to the south.

#### **8. Historic Troutdale Bridge – West**

The Mt Hood Scenic Byway Plan identifies a project to construct a park and ride lot, restrooms, signage and viewpoint of the river at a large open field north of the Historic Highway. ODOT and Multnomah County are the identified sponsors.



*Figure 12 – Existing pedestrian and bicycle connections along the Historic Columbia River Highway*





## SANDY RIVER CONNECTION PROJECTS: Historic Troutdale Bridge to Lewis and Clark State Park Area

### *Description*

This section is from the west end of the Historic Troutdale Bridge (Figure 13) to Lewis and Clark State Park. It follows Jordan Road north from the intersection of the Historic Columbia River Highway at the east end of the Historic Bridge to Lewis and Clark State Park.

### *Opportunities*

- This area is often seen as a gateway to the Historic Columbia River Highway, though aside from the Historic Troutdale

Bridge and minimal signage there are no significant identifiers indicating it as significant gateway.

- Clear signage and improved facilities, including improved river access, could make this area an important gateway. For example, the east side parking lot could become the staging area for Historic Columbia River Highway bike rides.
- This site is the juncture for two National Scenic Byways, Historic Columbia River Highway and the Mount Hood Scenic Byway.



Figure 13 – Existing pedestrian access over the Historic Troutdale Bridge





Figure 14 – Eastside of the Sandy River at the intersection of the Bridge and Jordan Road

### Challenges

- The Historic Troutdale Bridge provides only a narrow walkway on the south side of the bridge for pedestrian and bicycle access.
- Biking on the bridge roadway is a challenge due to the narrow roadway: the relative long span puts cyclist at risk. Bicyclists typically take the travel lane.
- Correcting the limitations of the bridge could be difficult as it is a designated National Historic Landmark. The National Scenic Area prohibits adverse impacts to national register eligible structures.
- Once across the bridge pedestrians and cyclists spill out onto the Historic Columbia River Highway and an undefined State Park parking lot (Figure 14).
- Pedestrian and bicycle access north to Lewis and Clark State Park is constrained by the narrow Jordan Road due to steep slopes on both sides of the road (Figure 15). Cycling on this section of road is common but by no means adequate as a roadway shoulder is virtually non-existent. Walking on this roadway, especially during periods of high use is extremely dangerous.





### *General Considerations and Recommendations*

- Redesign the parking lot on the east side of the Historic Troutdale Bridge to provide safer and more defined public parking and access. This area should provide a refuge/kiosk for pedestrians and cyclist that have just come off the bridge orienting them to local and regional

recreational opportunities. This parking lot could also be designed as a gateway to the scenic byways which converge at this point the Historic Columbia River Highway and the Mt Hood Scenic Byway.

- Few visual cues exist to orient users in this location; mitigate through improved wayfinding and signage.



*Figure 15 – Jordan Road looking north*





Figure 16 – East side of the Sandy River- proposed trail alignment south of railroad bridge adjacent to Jordan Road

### *Projects*

#### **9. Eastside Parking Lot**

The large parking area, southeast of the Historic Troutdale Bridge, should be improved and serve as a gateway to the Historic Columbia River Highway and Mt. Hood Scenic Byway. This project was identified in the Mt. Hood Scenic Byway Plan as a potential project.

#### **10. Jordan Road Ped/Bike Improvements**

Jordan Road is narrow, constrained by topography on one side and the river on the other. A path along the west side of the road and the elimination of road side parking should be considered to allow pedestrians to walk from the Historic Troutdale Bridge to Lewis and Clark State Park. With a new pedestrian/bike bridge this section is a critical link and provides an opportunity for a loop.

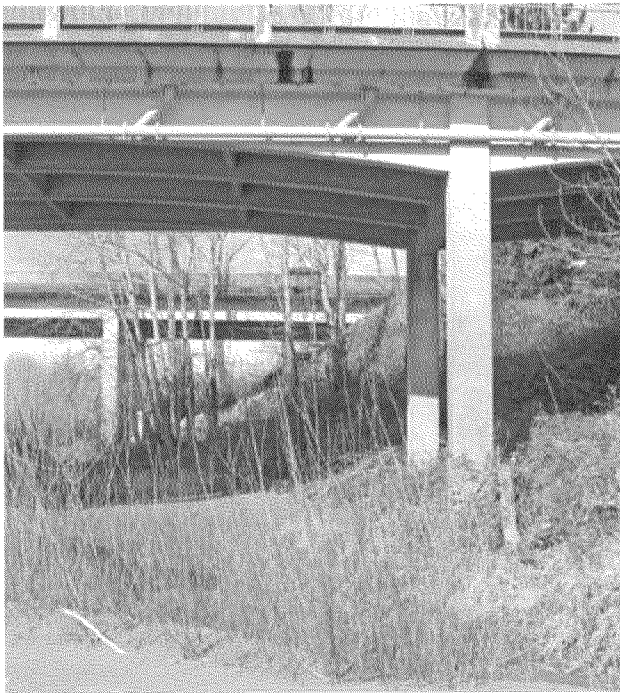




## SANDY RIVER CONNECTION PROJECTS: Lewis and Clark State Park to the Sandy River Delta Area

### *Description*

This area is from Lewis and Clark State Park to the Jordan Road westbound I-84 intersection. As Jordan Road enters Lewis and Clark State Park from the south, the steep slopes of Broughton Bluff give way to a wide flat bench east of the road. This bench is the primary area of Lewis and Clark State Park. The park and surrounding area receives many visitors during the summer; it is common to see over a hundred cars parked along the Jordan Road right-of-way, from the State Park to the current Sandy River Delta parking lot.



*Figure 17 – East side of the Sandy River- proposed trail alignment under the Interstate 84 Bridges*

### *Opportunities*

- There are opportunities for improved staging at Lewis and Clark State Park with the development of a multi-use path connecting the State Park and Sandy River Delta property.
- Improved pedestrian crossings at Jordan Road for trail and river access and improved existing gravel parking lot functionality and aesthetics would enhance the Sandy River/Gateway experience.
- The gravel parking areas adjacent to the on/off ramp from east bound I-84 provide an opportunity to consolidate parking. However, users will need to cross Jordan Road to access the Sandy River and the proposed trail system will necessitate a safe crossing point.
- Oregon Bridge Delivery Unit has agreed to accommodate a north south trail under the I-84 Sandy River Bridges (Figure 14).

### *Challenges*

- The primary challenges are providing adequate parking and pedestrian access for and around Lewis and Clark State Park and the Sandy River Delta.
- Currently, many park users walk from Lewis and Clark State Park to the Sandy River Delta. The route is very unsafe where the Railroad Bridge crosses Jordan road (Figure 16). It will be challenging to widen the road in this area.





- Several hundred yards north, the I-84 Jordan Road under-crossing, creates extremely unsafe situations for pedestrians.

#### *General Considerations and Recommendations*

- Redesign the two existing gravel parking lots to improve their appearance, function and capacity consistent with the National Scenic Area standards. Develop a management plan for the parking areas. This plan should address overnight parking issues and enforcement by OPRD.
- Jordan Road improvements should include innovative design concepts to improve pedestrian and vehicular safety especially where the road borders future parking lots and at Lewis and Clark State Park.
- Natural bench areas for pedestrian/bike bridge locations would maximize safe access to this side of the river.
- Where the eastbound on and off road/ramp intersects with Jordan Road there is need for a designated 3-way pedestrian crosswalk, providing people, that park their cars in the redesigned parking lots on each side of the on-ramp, controlled access to the river and potential multi-use trail.
- Design the proposed trail under the Interstate Bridges so it is intuitive to the user and discourages pedestrians from using the shoulder of Jordan Road under crossing.



Figure 18 – Existing trail connection paralleling Interstate 84 on the north side connecting to the Sandy River Delta



Figure 19 – Jordan Road, proposed trail alignment along the north side of Jordan Road north of Interstate 84

### *Lewis and Clark State Park to Sandy River Delta Projects*

11. State Park Parking Lot Improvements  
Improve pedestrian circulation and crossing of Jordan Road.

12. Jordan Road Traffic Calming and Pedestrian Crossing Improvements

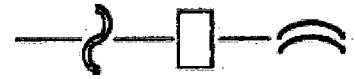
A traffic-calming plan would increase pedestrian safety with more stop signs, raised crosswalk, 'drive slowly' signs, and other techniques for slowing down traffic. One location considered for a safe pedestrian crossing on Jordan Road is at the intersection of the I-84 east bound on ramp/west bound off ramp with Jordan Road.

### **13. Riverside Trail (L&C to I84 Bridges)**

Take advantage of the tremendous opportunity to develop a parallel trail along the west side Jordan Road (Figure 19).

### **14. Jordan Road Parking Lot #1**

ODOT and OPRD should work cooperatively on a parking lot design. The parking lots are unsightly and are located at key viewing areas from I-84 and the Sandy River. It is important to improve their function and visual qualities. An Intergovernmental Agreement may be needed to define management and use of these areas. ODOT should sign property and work with ORPD to enforce "No Overnight Camping".



## SANDY RIVER CONNECTION PROJECTS:

# Sandy River Delta Area

### *Description*

The Sandy River Delta comprises 1,400 acres of National Forest land north of I-84 and east of the Sandy River. In addition, several hundreds of acres of Oregon State land surround the Delta, consisting of the bed and banks of the Sandy and Columbia Rivers and the original Sandy River channel. The Sandy River Delta is a popular recreation destination managed by the Columbia Gorge National Scenic Area and U.S. Forest Service.

### *Opportunities*

- The Forest Service, in conjunction with many partners, created a master plan for the Delta. The plan identified 7 – 9 miles of multi-user, non-motorized trails, a 100 car parking area, a “gateway” to the Gorge located between Sandy River Delta and Lewis and Clark State Park, and a number of habitat restoration goals. The Forest Service has had great success in wetland and riparian forest restoration over the past decade.
- Recreation use at the Delta continues to grow and is popular with dog walkers, hikers, equestrians, bicyclists, anglers and hunters. The Forest Service did not install any recreation developments until 2006, when it began construction on a universal access, multi-user trail. The Forest Service is now developing site recreation proposals including moving the parking area into the Delta, completing the universal access on-leash trail, designating off-leash and on-leash areas, and considering a proposal by

the Confluence Project for a viewing platform by artist Maya Lin. The Forest Service is cooperating very closely with ODOT to create safe vehicular access into Sandy River Delta from I-84, and to rehabilitate the current informal parking area to improve scenic conditions.

### *Challenges*

- The Forest Service is presently unable to install a parking area on its property because the interchange is substandard. Visitors currently park in an unpaved area just off the I-84 westbound off-ramp, a very unsafe situation. The current parking area is a negative scenic element at the western gateway to the Columbia River Gorge.
- Until recently, the Forest Service did not provide much presence at the Delta, other than habitat restoration. Recreation use can conflict with habitat restoration efforts therefore the Forest Service is increasing its presence on the site. In addition, they have been working to develop recreational facilities to minimize resource impacts.

### *Projects*

#### **19. Deceleration Lane Improvements**

Presently no designated parking is available on National Forest land for this project. Visitors unsafely access the site via a freeway off ramp and park haphazardly within the right of way along the exit 18 west bound off ramp. This causes safety concerns, particularly



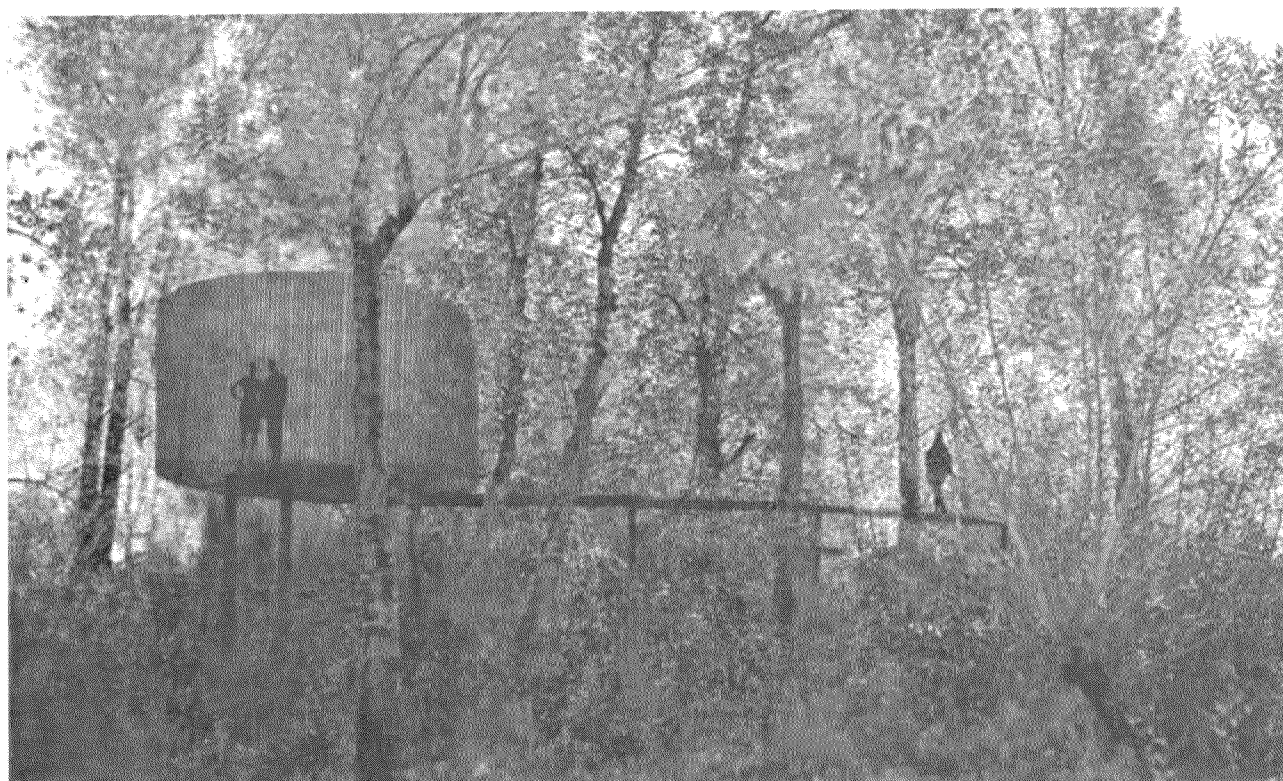


Figure 20 – Color rendering of the proposed wildlife viewing platform, as envisioned by Maya Lin

because this ramp allows for a very short deceleration zone. The USFS has developed a plan to relocate the parking to the interior of the site. However, to gain legal access to the property the off ramp and intersection need reconfiguring to allow safe site access. This project would extend a parallel deceleration lane eastward down I-84 by widening the shoulder of the interstate and reconstructing the intersection into a stopped controlled access.

#### 20. Access Road and Parking Lot Improvements

This project includes an access road, an American Disabilities Act accessible 100-vehicle parking lot, a restroom, native landscape and restoration plantings, and access trails.

#### 21. Confluence Project proposals

The Confluence Project is an initiative to reclaim, transform, and re-imagine seven places along the historic Columbia River Basin, through permanent art installations by Maya Lin. Each site along the 450-mile course of the Project is a place where waterways merge or traditional peoples have gathered, and each was a scene of meeting between Native Americans and the Lewis and Clark Expedition. The Sandy River Delta was chosen to be one of these sites. Lin's interactive project, 'Bird Blind' will be completed by 2008 (Figure 20).





## SANDY RIVER CONNECTION PROJECTS:

# Sandy River Pedestrian Bicycle Bridge

With over 27,100 average vehicles trips per day and a speed limit of 60 mph, the narrow, 3-foot substandard sidewalk (Figure 21), along the south edge of the eastbound I-84 bridge provides poor, unsafe access to the Columbia Gorge National Scenic Area and the Sandy River Delta Recreation Area. Pedestrian and bicycle users from the Portland metropolitan are provided a dangerous and often daunting crossing, especially for the average recreational rider

or hiker. The Historic Troutdale Bridge has a substandard pedestrian walkway, offering another relatively unsafe multi-modal option to access the Gorge and Historic Columbia River Highway. Related efforts are underway to develop a regional trail network providing recreational opportunities and improved alternative modal access to the Gorge. Many options exist to provide the needed pedestrian/bicycle facility improvements are outlined within this plan.



*Figure 21 – Existing pedestrian crossing over the Interstate Bridge*





## Background

The Oregon Department of Transportation is replacing the Interstate 84 Bridges over the Sandy River as part of OTIA III, "The Cracked Bridge Replacement Program" a statewide bridge replacement/repair program. The Sandy River Bridges Replacement Project initiated the Sandy River Connections Project. In November 2006, the bridge replacement project's public involvement team, led by the Oregon Bridge Delivery Partners, organized a stakeholders meeting to discuss the project and the bridges' relationship with existing and proposed neighboring land uses. At this meeting, different agencies presented plans for future trail connections surrounding the bridges. This dialogue highlighted the need for trail connectivity in the area. Following the meeting, the Sandy River Connections Working Group was organized to coordinate associated planning efforts.

In February 2007, a well attended preliminary Interstate Bridges open house included a proposed pedestrian bicycle path on the Interstate Bridges. The typical section presented at this meeting consisted of two 12' lanes, one 12' auxiliary lane, one 12' outside shoulder, one 6' inside shoulder, a 1'-8" outside bridge rail, a 1'-6" bridge rail between the travel lanes and the multi-use path, a 12' multi-use path, and a 1' pedestrian rail for a total width of 70'-2".

As per the I-84 Corridor Strategy, the project also agreed to accommodate north/south trail connections under the bridges to accommodate future trail connections on both east and west banks of the Sandy River. The I-84 Corridor Strategy states that mainline bridges that cross other roads shall extend far enough to provide for pedestrian, bicycle and other recreational under passage and attractive road edge treatments.

The majority of the public's comments at the open house related to the proposed trail connections over and under the interstate bridges. These comments demonstrated the public's support for improved trail connections in the area and encouraged the ODOT to reconsider locating such an important trail connection along an Interstate. The commentators raised the following questions:

- Would a pedestrian/bicycle path be safe so close to fast moving traffic?
- What would be the user experience?
- Would the pathway be used or would bicyclists, especially westbound cyclists, just use the shoulder?

In response to the public's concern for the experience and safety of future trail users adjacent to I-84 and the potential for cost savings (documented in a technical memo prepared by ODOT Bridge Delivery Unit), ODOT decided to seek a separate funding source for a separated bike/ped bridge.

ODOT unsuccessfully sought \$6 million from the Public Lands Highway Discretionary Fund. The State of Oregon recognizes the need for a pedestrian/bicycle connection over the Sandy River. ODOT is presently exploring how to take advantage of this opportunity to develop and construct a safe, efficient and user-friendly connection over the Sandy River for bicycles and pedestrians.

However, a number of issues complicate this project and need resolution prior to determining the preferred location for enhanced ped/bike access within the study area. Currently, the I-84 Bridge as designed do not include bike/ped accommodations on the new bridge structures. ODOT is evaluating all practicable alternatives





including the provision of a multi-use pathway development in conjunction with improvements being planned for the I-84 bridges over the Sandy River or a separate bridge structure.

The following is a list of the key issues associated with a separate bridge structure for bicyclists and pedestrians. ODOT is presently investigating these issues to determine if a separated structure is truly the best option for the Region.

### *Zoning/National Scenic Area Challenges*

The Gorge Commission Staff and Multnomah County staffs have serious concerns that the planning process for a bike/ped bridge is jumping ahead of the regulatory process. To construct a separate bridge in Special Management Area Open Space a plan amendment is necessary. A plan amendment requires a majority vote of the Commission including three votes from each state.

It may be premature to discuss a plan amendment before completing and alternatives analysis. The project would need to demonstrate to the Commission that a separated bike/ped bridge is the only practicable alternative. To demonstrate this ODOT will need to fully analyze all alternatives.

The US Forest Service is working on a project along the Sandy River to accommodate a Bonneville Power Administration (BPA) access road over the River. ODOT may consider combining our project with their project if, in fact, a plan amendment is the approach taken.

Further discussion of the appropriate approach would be necessary if a plan amendment is required. What kind of precedent would this set? What would be the pros & cons etc. of each type of amendment?

### *Who will own the bridge once it is constructed?*

Prior to construction ODOT will need to discuss which agency will maintain the bridge upon construction. ODOT typically cannot maintain anything outside of the established right of way. However, ODOT maintains Jordan Road, even though the road is owned by Oregon Parks and Recreation. If the bridge touches down near Jordan Road, would ODOT then maintain it? Other agencies to consider for long-term maintenance of the bridge include Multnomah County, Metro, OPRD, and the City of Troutdale. The bridge will require special equipment and thus must be wide enough to accommodate maintenance vehicles. If piers must be located in the water, log drift may be a problem.

### *Bridge Location*

According to Multnomah County, the bridge needs to be in close proximity to the Interstate 84 bridges so it retains a relationship with these bridges. This relationship is necessary for obtaining one permit for the two projects. The Final Environmental Impact Statement (FEIS) for the Sandy River Delta identified a need for a pedestrian bicycle connection along the Interstate Bridge, as a component of the preferred alternative: "the I-84 bridges over the Sandy River would be widened to provide a...bicycle/pedestrian path along the north side of the westbound bridge." At the time, the concept of a separate bridge was not envisioned. However, the Interstate Bridge Replacement Project Team has determined that the FEIS is not relevant to the Bridge project. The I-84 Bridges project has received a Documented Categorical Exclusion (DCE). A DCE is only given if the project has no significant impact on the





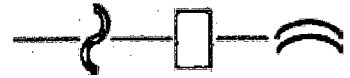
surrounding area. However, this document needs to be approved by Multnomah County and the US Forest Service. According to the Forest Service, the SRD FEIS may be relevant because FEIS serves as the SMA Open Space Plan for the Delta.

### *Possible Locations for a Separated Bike/Ped Bridge*

As part of the Sandy River Connections Project ODOT Staff have identified preliminary alternative locations for the proposed bike/ped bridge (Figure 19):

- A. North of Interstate 84:** Placing a new bike/ped bridge north of the I-84 bridges is problematic, requiring an extremely long bridge. This area of the River is classified upland wetland, to the back of the ad-hoc parking lot along Jordan Road.
- B. On/parallel to the Interstate 84 Structure:** Though not ideal, this alternative needs evaluation. Issues with safety and experience must be addressed.
- C. In Between the Interstate 84 Bridges:** This alternative includes a separate structure constructed in-between the east bound and the west bound lanes. Alternative issues include access for maintenance and access at the terminus on the east and west bound rivers may make it problematic to connect to the proposed trail systems. This alternative would not have as many visual impacts as other alternatives.
- D. South of Interstate 84 but north of the RR Bridge:** This 550 ft bridge alternative would be in one of the narrow sections of the river. This alternative needs to further evaluate impacts to the Troutdale Urban Renewal Development plans. Does it enhance or detract from the City's plans?
- E. New Railroad Bridge with Ped/Bike Facility:** The Railroad Bridge, constructed in 1906, may need replacing. Reconstructing the Railroad Bridge with a bike/ped attachment would minimize the NSA concerns and possibly some environmental permitting concerns. However, the bridge is eligible for the National Register of Historic Place. If federal money or organizations are involved with the train, which they most likely are, the new bridge would have to comply with strict federal regulations. Another concern is if the users would feel safe using the bridge when a fast moving train passes by.
- F. South of the Railroad Bridge:** This alternative would connect Depot Park to Lewis and Clark State Park. Visual impacts lessen, by placing the bridge close to the railroad bridge. The trail would provide an excellent view corridor down Troutdale's Main Street (Historic Columbia River Highway), better connecting the historic core of the community to the National Scenic Area. This alternative may be considered too far removed from I-84 to influence behavior for those wanting to cross the Sandy River on I-84 and maybe within RR Right of Way.
- G. Historic Troutdale Bridge:** In this alternative, a new bridge would not be constructed but an existing connection enhanced. Historic preservation issues (no adverse effects are allowed within the NSA), as the bridge is considered a contributing feature to the National Landmark District of the Historic Columbia River Highway, would be a major concern. Connecting trails on both sides of the Sandy would be necessary to make this a viable alternative.





### *Environmental Permits and Clearance*

This project requires Federal, State, and Local environmental permits and clearances. Permit approval process includes county and city development review, public hearings, jurisdictional and municipal reviews. Permit and review type depends on the environmental classification through the National Environmental Protection Act (NEPA) process. ODOT will categorize the project and then use the NEPA process to determine the level of documentation necessary to design and build the project. The FEIS for the I-84 bridge replacement needs review to determine identified constraints that may affect this project.

This project will require a NEPA classification. After the project is programmed into the STIP with a key number, the Regional Environmental Unit will prepare a draft Part 3 with classification recommendations. If the Project will require an Environmental Assessment (EA) it will take up to 18 months to Finding of no Significant Impact (FONSI) and preferred alternative. If the project is a Categorical Exclusion (CE) it will take up to 9 months for permits and clearances. One additional step will be to ensure that the proposed bridge location is consistent with the Sandy River Delta FEIS. If the bridge is not consistent, we will need to determine the process to rectify the plans.

### *Ownership and Land Use Issues*

The east bank of the Sandy River is in public ownership, the area north of Interstate 84 is managed by the USFS Columbia Gorge National Scenic Area. Jordan Road, owned by OPRD, is maintained by ODOT. The gravel parking lot at the terminus of the Exit 18 eastbound on ramp is owned by ODOT.

OPRD owns the gravel lot south of the onramp. The riverfront, west of Jordan Road, is owned by OPRD. There is approximately a 100 ft. easement for the railroad near the trestle. One important consideration when locating the bridge is how the bridge and proposed interconnecting trails coordinate. Topography is especially challenging as Jordan Road proceeds south.

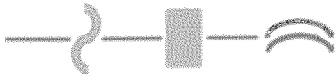
The City of Troutdale has extensive plans to redevelop their wastewater treatment plant located behind the outlet mall into a mix-used development. A riverside trail is a focal point of the plan. The location of a bridge in this area will need to be coordinated with the city plans to redevelop the property. The bridge location also needs to be coordinated with the street system, established through the master planning process. A new ped/bike bridge would complement the City's redevelopment plans.

Troutdale maintains a park, Depot Park, in vicinity of the river. This may provide an excellent touch down location for a new bridge. The terminus on the east side of the river would be within Lewis and Clark State Park.

### *Future Trail Connections*

The bike/ped bridge will improve pedestrian and bicycle access to Lewis and Clark State Park and the Sandy River. It will also provide critical staging opportunities and secondary gateways for Troutdale and the Sandy River Corridor as the "Gateway" to the Columbia River Gorge National Scenic Area (CRGNSA), the Historic Columbia River Highway (HCRH), Sandy River Delta (SRD), and the Portland metro area. Currently, efforts are underway to continue to develop and improve the trail network and recreational opportunities and access to





*Figure 22– A view to the existing interstate bridges*

the Sandy River Delta and Gorge. The Port of Portland is working on connecting the 40-mile loop on the Reynolds Aluminum Plant site. Troutdale is committed to building a trail connection as part of their urban renewal district. These types of projects and

the proposed Sandy River Pedestrian and Bicycle Bridge will benefit one another and improve the recreational opportunities and connectivity to Lewis and Clark State Park, HCRH, and U.S. Forest Service's Sandy River Delta area.





# Appendices



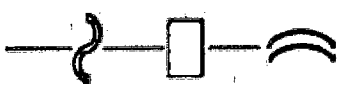
## SANDY RIVER CONNECTIONS

### Project Strategy Matrix

Map Ref.#	Project Title	Sponsor	Contact	Funding Opportunity	Funds Available
<b>1. NORTH TROUTDALE</b>					
1	Dike Trail/40 Mile Loop Connection	Port of Portland	Jim Laubenthal/ Tom Bouillion 503-944-7526	Recreational Trail Program	
2	West Connection under I-84 Sandy River Bridges	Oregon Bridge Delivery Partners	Wayman Bolly, Design Coordinator 503-587-2912	Bridge Program will accommodate a bench for the trail as part of the bridge project	Yes as part of the large bridge project. Actual trail construction is not funded. Potential Transportation Enhancement Grant.
<b>2. TROUTDALE URBAN RENEWAL AREA</b>					
3	Riverside Trail	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
4	Access under Rail Road Bridge	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
<b>3. SOUTH TROUTDALE</b>					
5	Depot Park	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
6	HCRH Sidewalks and Bike Lanes (Alt 1)	City of Troutdale	John Anderson, City Manager. 503-674-7233	COMPLETE	
7	Beavercreek Trail: 40 Mile Loop (Alt 2)	City of Troutdale	John Anderson, City Manager. 503-674-7233		Metro Nature in the Neighborhoods – Capitol Improvements
8	Historic Troutdale Bridge – West	ODOT	Kristen Stallman, 503-731-4957	ODOT and Multnomah County	Forest Highway Enhancement Transportation Enhancement
<b>4. HISTORIC TROUTDALE BRIDGE TO LEWIS AND CLARK STATE PARK</b>					
9	East side Parking Lot	Oregon Parks and Recreation/ Oregon Department of Transportation (ODOT)	John Potter, Area Manager Kevin Price, District Manager, Kristen Stallman 503-731-4957	Scenic Byway Program- Project is identified in both the HCRH Byway Plan and the Mt Hood Plan	
10	Jordan Road Improvements (Trail connection will be difficult due to steep slopes and narrow road ways)	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager		
11	Lewis and Clark State Park Parking Lot Improvements	Oregon Parks and Recreation	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		

Table 1 – Sandy River Connections Project Strategy Matrix

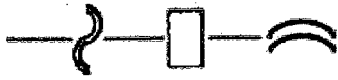




Map Ref.#	Project Title	Sponsor	Contact	Funding Opportunity	Funds Available
<b>4. HISTORIC TROUTDALE BRIDGE TO LEWIS AND CLARK STATE PARK cont.</b>					
12	Jordan Road Pedestrian Crossing Improvements and Traffic Claming	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998		
13	Riverside Trail Improvements (L & C Park to I-84 Bridges)	Oregon Parks and Recreation Department	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
14	Jordan Road Parking Lot #1	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
15	Jordan Road Parking Lot #2	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
16	Jordan Road Parking Lot #3	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
17	East Connection under I-84 Sandy River Bridges	Oregon Bridge Delivery Units	Wayman Bolly, Design Coordinator 503-587-2912	Bridge Program will accommodate a bench for the trail as part of the bridge project	
18	Jordan Road to the Sandy River Delta	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	Transportation Enhancements/ Appropriation request	
<b>6. SANDY RIVER DELTA PROJECT</b>					
19	Deceleration Lane Improvements	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	Appropriations	
20	Access Road and Parking Lot Improvements	US Forest Service	Greg Cox. 541-308-1732	Applied for funding through Appropriations	
21	Confluence Project Proposals	US Forest Service / Confluence Project	Greg Cox. 541-308-1732		
<b>7. SEPARATED SANDY RIVER PEDESTRIAN AND BICYCLE BRIDGE</b>					
22	Bridge	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	ODOT Bridge Delivery Unit and other sources including Transportation Enhancements	

Table 1 – Sandy River Connections Project Strategy Matrix cont.





# Sources

Mt Hood Scenic Byway Plan

Final Environmental Impact Statement for the Sandy River Delta Plan

Troutdale Urban renewal Plan

Troutdale Riverfront Renewal Plan Preliminary Project Estimates

Oregon Bicycle and Pedestrian Plan

Metro's Regional Trails and Greenways: Connection Neighborhoods to Nature

40-Mile Loop map

PROPOSED City of Troutdale Parks Master Plan (June 2006)

Columbia River Gorge Bike Map (ODOT)

Historic Columbia River Highway Brochure (ODOT)

Chinook Trail Association: <http://www.chinooktrail.org/>

Mt Hood Scenic Byway Plan

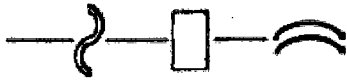
Historic Columbia River Highway Master Plan

Columbia River Gorge Management Unit Master Plan (OPRD)

Oregon Bridge Delivery Unit Project Dashboard

Sandy River Basin Vision Document – Draft (BLM)





**15. Jordan Road Parking Lot #2**

**16. Jordan Road Parking Lot #3**

**17. East Connection under the I-84 Bridges**

Trail access under I-84 may be limited during the winter due to high water.

**18. Jordan Road to the Sandy River Delta**

Jordan Road should accommodate a multi-use path on the north side of the road connecting the I-84 bridges to the Sandy River Delta property. Issues with wetlands and fill may be a concern (Figure 17 and 18).



## SANDY RIVER CONNECTION PROJECTS:

# Sandy River Delta Area

### *Description*

The Sandy River Delta comprises 1,400 acres of National Forest land north of I-84 and east of the Sandy River. In addition, several hundreds of acres of Oregon State land surround the Delta, consisting of the bed and banks of the Sandy and Columbia Rivers and the original Sandy River channel. The Sandy River Delta is a popular recreation destination managed by the Columbia Gorge National Scenic Area and U.S. Forest Service.

### *Opportunities*

- The Forest Service, in conjunction with many partners, created a master plan for the Delta. The plan identified 7 – 9 miles of multi-user, non-motorized trails, a 100 car parking area, a “gateway” to the Gorge located between Sandy River Delta and Lewis and Clark State Park, and a number of habitat restoration goals. The Forest Service has had great success in wetland and riparian forest restoration over the past decade.
- Recreation use at the Delta continues to grow and is popular with dog walkers, hikers, equestrians, bicyclists, anglers and hunters. The Forest Service did not install any recreation developments until 2006, when it began construction on a universal access, multi-user trail. The Forest Service is now developing site recreation proposals including moving the parking area into the Delta, completing the universal access on-leash trail, designating off-leash and on-leash areas, and considering a proposal by

the Confluence Project for a viewing platform by artist Maya Lin. The Forest Service is cooperating very closely with ODOT to create safe vehicular access into Sandy River Delta from I-84, and to rehabilitate the current informal parking area to improve scenic conditions.

### *Challenges*

- The Forest Service is presently unable to install a parking area on its property because the interchange is substandard. Visitors currently park in an unpaved area just off the I-84 westbound off-ramp, a very unsafe situation. The current parking area is a negative scenic element at the western gateway to the Columbia River Gorge.
- Until recently, the Forest Service did not provide much presence at the Delta, other than habitat restoration. Recreation use can conflict with habitat restoration efforts therefore the Forest Service is increasing its presence on the site. In addition, they have been working to develop recreational facilities to minimize resource impacts.

### *Projects*

#### **19. Deceleration Lane Improvements**

Presently no designated parking is available on National Forest land for this project. Visitors unsafely access the site via a freeway off ramp and park haphazardly within the right of way along the exit 18 west bound off ramp. This causes safety concerns, particularly



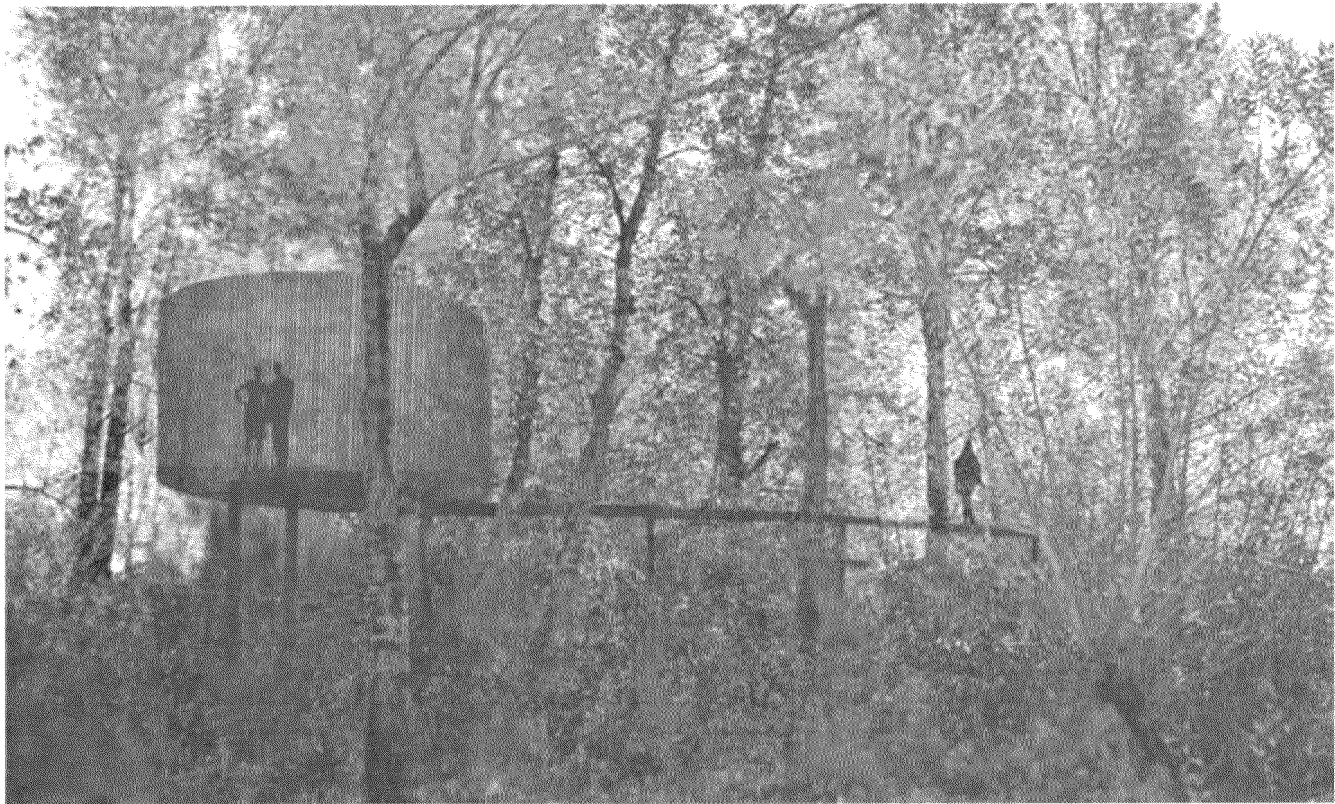


Figure 20 – Color rendering of the proposed wildlife viewing platform, as envisioned by Maya Lin

because this ramp allows for a very short deceleration zone. The USFS has developed a plan to relocate the parking to the interior of the site. However, to gain legal access to the property the off ramp and intersection need reconfiguring to allow safe site access. This project would extend a parallel deceleration lane eastward down I-84 by widening the shoulder of the interstate and reconstructing the intersection into a stopped controlled access.

## 20. Access Road and Parking Lot Improvements

This project includes an access road, an American Disabilities Act accessible 100-vehicle parking lot, a restroom, native landscape and restoration plantings, and access trails.

## 21. Confluence Project proposals

The Confluence Project is an initiative to reclaim, transform, and re-imagine seven places along the historic Columbia River Basin, through permanent art installations by Maya Lin. Each site along the 450-mile course of the Project is a place where waterways merge or traditional peoples have gathered, and each was a scene of meeting between Native Americans and the Lewis and Clark Expedition. The Sandy River Delta was chosen to be one of these sites. Lin's interactive project, 'Bird Blind' will be completed by 2008 (Figure 20).





## SANDY RIVER CONNECTION PROJECTS:

# Sandy River Pedestrian Bicycle Bridge

With over 27,100 average vehicles trips per day and a speed limit of 60 mph, the narrow, 3-foot substandard sidewalk (Figure 21), along the south edge of the eastbound I-84 bridge provides poor, unsafe access to the Columbia Gorge National Scenic Area and the Sandy River Delta Recreation Area. Pedestrian and bicycle users from the Portland metropolitan are provided a dangerous and often daunting crossing, especially for the average recreational rider

or hiker. The Historic Troutdale Bridge has a substandard pedestrian walkway, offering another relatively unsafe multi-modal option to access the Gorge and Historic Columbia River Highway. Related efforts are underway to develop a regional trail network providing recreational opportunities and improved alternative modal access to the Gorge. Many options exist to provide the needed pedestrian/bicycle facility improvements are outlined within this plan.



*Figure 21 – Existing pedestrian crossing over the Interstate Bridge*





## Background

The Oregon Department of Transportation is replacing the Interstate 84 Bridges over the Sandy River as part of OTIA III, "The Cracked Bridge Replacement Program" a statewide bridge replacement/repair program. The Sandy River Bridges Replacement Project initiated the Sandy River Connections Project. In November 2006, the bridge replacement project's public involvement team, led by the Oregon Bridge Delivery Partners, organized a stakeholders meeting to discuss the project and the bridges' relationship with existing and proposed neighboring land uses. At this meeting, different agencies presented plans for future trail connections surrounding the bridges. This dialogue highlighted the need for trail connectivity in the area. Following the meeting, the Sandy River Connections Working Group was organized to coordinate associated planning efforts.

In February 2007, a well attended preliminary Interstate Bridges open house included a proposed pedestrian bicycle path on the Interstate Bridges. The typical section presented at this meeting consisted of two 12' lanes, one 12' auxiliary lane, one 12' outside shoulder, one 6' inside shoulder, a 1'-8" outside bridge rail, a 1'-6" bridge rail between the travel lanes and the multi-use path, a 12' multi-use path, and a 1' pedestrian rail for a total width of 70'-2".

As per the I-84 Corridor Strategy, the project also agreed to accommodate north/south trail connections under the bridges to accommodate future trail connections on both east and west banks of the Sandy River. The I-84 Corridor Strategy states that mainline bridges that cross other roads shall extend far enough to provide for pedestrian, bicycle and other recreational under passage and attractive road edge treatments.

The majority of the public's comments at the open house related to the proposed trail connections over and under the interstate bridges. These comments demonstrated the public's support for improved trail connections in the area and encouraged the ODOT to reconsider locating such an important trail connection along an Interstate. The commentators raised the following questions:

- Would a pedestrian/bicycle path be safe so close to fast moving traffic?
- What would be the user experience?
- Would the pathway be used or would bicyclists, especially westbound cyclists, just use the shoulder?

In response to the public's concern for the experience and safety of future trail users adjacent to I-84 and the potential for cost savings (documented in a technical memo prepared by ODOT Bridge Delivery Unit), ODOT decided to seek a separate funding source for a separated bike/ped bridge.

ODOT unsuccessfully sought \$6 million from the Public Lands Highway Discretionary Fund. The State of Oregon recognizes the need for a pedestrian/bicycle connection over the Sandy River. ODOT is presently exploring how to take advantage of this opportunity to develop and construct a safe, efficient and user-friendly connection over the Sandy River for bicycles and pedestrians.

However, a number of issues complicate this project and need resolution prior to determining the preferred location for enhanced ped/bike access within the study area. Currently, the I-84 Bridge as designed do not include bike/ped accommodations on the new bridge structures. ODOT is evaluating all practicable alternatives





including the provision of a multi-use pathway development in conjunction with improvements being planned for the I-84 bridges over the Sandy River or a separate bridge structure.

The following is a list of the key issues associated with a separate bridge structure for bicyclists and pedestrians. ODOT is presently investigating these issues to determine if a separated structure is truly the best option for the Region.

### *Zoning/National Scenic Area Challenges*

The Gorge Commission Staff and Multnomah County staffs have serious concerns that the planning process for a bike/ped bridge is jumping ahead of the regulatory process. To construct a separate bridge in Special Management Area Open Space a plan amendment is necessary. A plan amendment requires a majority vote of the Commission including three votes from each state.

It may be premature to discuss a plan amendment before completing and alternatives analysis. The project would need to demonstrate to the Commission that a separated bike/ped bridge is the only practicable alternative. To demonstrate this ODOT will need to fully analyze all alternatives.

The US Forest Service is working on a project along the Sandy River to accommodate a Bonneville Power Administration (BPA) access road over the River. ODOT may consider combining our project with their project if, in fact, a plan amendment is the approach taken.

Further discussion of the appropriate approach would be necessary if a plan amendment is required. What kind of precedent would this set? What would be the pros & cons etc. of each type of amendment?

### *Who will own the bridge once it is constructed?*

Prior to construction ODOT will need to discuss which agency will maintain the bridge upon construction. ODOT typically cannot maintain anything outside of the established right of way. However, ODOT maintains Jordan Road, even though the road is owned by Oregon Parks and Recreation. If the bridge touches down near Jordan Road, would ODOT then maintain it? Other agencies to consider for long-term maintenance of the bridge include Multnomah County, Metro, OPRD, and the City of Troutdale. The bridge will require special equipment and thus must be wide enough to accommodate maintenance vehicles. If piers must be located in the water, log drift may be a problem.

### *Bridge Location*

According to Multnomah County, the bridge needs to be in close proximity to the Interstate 84 bridges so it retains a relationship with these bridges. This relationship is necessary for obtaining one permit for the two projects. The Final Environmental Impact Statement (FEIS) for the Sandy River Delta identified a need for a pedestrian bicycle connection along the Interstate Bridge, as a component of the preferred alternative: "the I-84 bridges over the Sandy River would be widened to provide a...bicycle/pedestrian path along the north side of the westbound bridge." At the time, the concept of a separate bridge was not envisioned. However, the Interstate Bridge Replacement Project Team has determined that the FEIS is not relevant to the Bridge project. The I-84 Bridges project has received a Documented Categorical Exclusion (DCE). A DCE is only given if the project has no significant impact on the





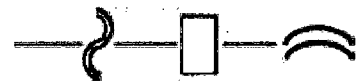
surrounding area. However, this document needs to be approved by Multnomah County and the US Forest Service. According to the Forest Service, the SRD FEIS may be relevant because FEIS serves as the SMA Open Space Plan for the Delta.

### *Possible Locations for a Separated Bike/ Ped Bridge*

As part of the Sandy River Connections Project ODOT Staff have identified preliminary alternative locations for the proposed bike/ped bridge (Figure 19):

- A. North of Interstate 84:** Placing a new bike/ped bridge north of the I-84 bridges is problematic, requiring an extremely long bridge. This area of the River is classified upland wetland, to the back of the ad-hoc parking lot along Jordan Road.
- B. On/parallel to the Interstate 84 Structure:** Though not ideal, this alternative needs evaluation. Issues with safety and experience must be addressed.
- C. In Between the Interstate 84 Bridges:** This alternative includes a separate structure constructed in-between the east bound and the west bound lanes. Alternative issues include access for maintenance and access at the terminus on the east and west bound rivers may make it problematic to connect to the proposed trail systems. This alternative would not have as many visual impacts as other alternatives.
- D. South of Interstate 84 but north of the RR Bridge:** This 550 ft bridge alternative would be in one of the narrow sections of the river. This alternative needs to further evaluate impacts to the Troutdale Urban Renewal Development plans. Does it enhance or detract from the City's plans?
- E. New Railroad Bridge with Ped/ Bike Facility:** The Railroad Bridge, constructed in 1906, may need replacing. Reconstructing the Railroad Bridge with a bike/ped attachment would minimize the NSA concerns and possibly some environmental permitting concerns. However, the bridge is eligible for the National Register of Historic Place. If federal money or organizations are involved with the train, which they most likely are, the new bridge would have to comply with strict federal regulations. Another concern is if the users would feel safe using the bridge when a fast moving train passes by.
- F. South of the Railroad Bridge:** This alternative would connect Depot Park to Lewis and Clark State Park. Visual impacts lessen, by placing the bridge close to the railroad bridge. The trail would provide an excellent view corridor down Troutdale's Main Street (Historic Columbia River Highway), better connecting the historic core of the community to the National Scenic Area. This alternative may be considered too far removed from I-84 to influence behavior for those wanting to cross the Sandy River on I-84 and maybe within RR Right of Way.
- G. Historic Troutdale Bridge:** In this alternative, a new bridge would not be constructed but an existing connection enhanced. Historic preservation issues (no adverse effects are allowed within the NSA), as the bridge is considered a contributing feature to the National Landmark District of the Historic Columbia River Highway, would be a major concern. Connecting trails on both sides of the Sandy would be necessary to make this a viable alternative.





### *Environmental Permits and Clearance*

This project requires Federal, State, and Local environmental permits and clearances. Permit approval process includes county and city development review, public hearings, jurisdictional and municipal reviews. Permit and review type depends on the environmental classification through the National Environmental Protection Act (NEPA) process. ODOT will categorize the project and then use the NEPA process to determine the level of documentation necessary to design and build the project. The FEIS for the I-84 bridge replacement needs review to determine identified constraints that may affect this project.

This project will require a NEPA classification. After the project is programmed into the STIP with a key number, the Regional Environmental Unit will prepare a draft Part 3 with classification recommendations. If the Project will require an Environmental Assessment (EA) it will take up to 18 months to Finding of no Significant Impact (FONSI) and preferred alternative. If the project is a Categorical Exclusion (CE) it will take up to 9 months for permits and clearances. One additional step will be to ensure that the proposed bridge location is consistent with the Sandy River Delta FEIS. If the bridge is not consistent, we will need to determine the process to rectify the plans.

### *Ownership and Land Use Issues*

The east bank of the Sandy River is in public ownership, the area north of Interstate 84 is managed by the USFS Columbia Gorge National Scenic Area. Jordan Road, owned by OPRD, is maintained by ODOT. The gravel parking lot at the terminus of the Exit 18 eastbound on ramp is owned by ODOT.

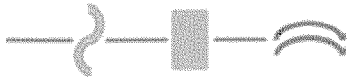
OPRD owns the gravel lot south of the onramp. The riverfront, west of Jordan Road, is owned by OPRD. There is approximately a 100 ft. easement for the railroad near the trestle. One important consideration when locating the bridge is how the bridge and proposed interconnecting trails coordinate. Topography is especially challenging as Jordan Road proceeds south.

The City of Troutdale has extensive plans to redevelop their wastewater treatment plant located behind the outlet mall into a mixed-used development. A riverside trail is a focal point of the plan. The location of a bridge in this area will need to be coordinated with the city plans to redevelop the property. The bridge location also needs to be coordinated with the street system, established through the master planning process. A new ped/bike bridge would complement the City's redevelopment plans.

Troutdale maintains a park, Depot Park, in vicinity of the river. This may provide an excellent touch down location for a new bridge. The terminus on the east side of the river would be within Lewis and Clark State Park.

### *Future Trail Connections*

The bike/ped bridge will improve pedestrian and bicycle access to Lewis and Clark State Park and the Sandy River. It will also provide critical staging opportunities and secondary gateways for Troutdale and the Sandy River Corridor as the "Gateway" to the Columbia River Gorge National Scenic Area (CRGNSA), the Historic Columbia River Highway (HCRH), Sandy River Delta (SRD), and the Portland metro area. Currently, efforts are underway to continue to develop and improve the trail network and recreational opportunities and access to



*Figure 22– A view to the existing interstate bridges*

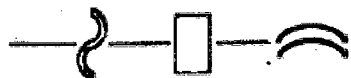
the Sandy River Delta and Gorge. The Port of Portland is working on connecting the 40-mile loop on the Reynolds Aluminum Plant site. Troutdale is committed to building a trail connection as part of their urban renewal district. These types of projects and

the proposed Sandy River Pedestrian and Bicycle Bridge will benefit one another and improve the recreational opportunities and connectivity to Lewis and Clark State Park, HCRH, and U.S. Forest Service's Sandy River Delta area.





# Appendices



## SANDY RIVER CONNECTIONS

### Project Strategy Matrix

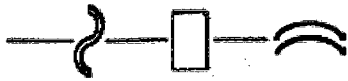
Map Ref.#	Project Title	Sponsor	Contact	Funding Opportunity	Funds Available
<b>1. NORTH TROUTDALE</b>					
1	Dike Trail/40 Mile Loop Connection	Port of Portland	Jim Laubenthal/ Tom Bouillion 503-944-7526	Recreational Trail Program	
2	West Connection under I-84 Sandy River Bridges	Oregon Bridge Delivery Partners	Wayman Bolly, Design Coordinator 503-587-2912	Bridge Program will accommodate a bench for the trail as part of the bridge project	Yes as part of the large bridge project. Actual trail construction is not funded. Potential Transportation Enhancement Grant.
<b>2. TROUTDALE URBAN RENEWAL AREA</b>					
3	Riverside Trail	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
4	Access under Rail Road Bridge	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
<b>3. SOUTH TROUTDALE</b>					
5	Depot Park	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
6	HCRH Sidewalks and Bike Lanes (Alt 1)	City of Troutdale	John Anderson, City Manager. 503-674-7233	COMPLETE	
7	Beavercreek Trail: 40 Mile Loop (Alt 2)	City of Troutdale	John Anderson, City Manager. 503-674-7233		Metro Nature in the Neighborhoods – Capitol Improvements
8	Historic Troutdale Bridge – West	ODOT	Kristen Stallman, 503-731-4957	ODOT and Multnomah County	Forest Highway Enhancement Transportation Enhancement
<b>4. HISTORIC TROUTDALE BRIDGE TO LEWIS AND CLARK STATE PARK</b>					
9	East side Parking Lot	Oregon Parks and Recreation/ Oregon Department of Transportation (ODOT)	John Potter, Area Manager Kevin Price, District Manager, Kristen Stallman 503-731-4957	Scenic Byway Program- Project is identified in both the HCRH Byway Plan and the Mt Hood Plan	
10	Jordan Road Improvements (Trail connection will be difficult due to steep slopes and narrow road ways)	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager		
11	Lewis and Clark State Park Parking Lot Improvements	Oregon Parks and Recreation	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		

Table 1 – Sandy River Connections Project Strategy Matrix

Map Ref.#	Project Title	Sponsor	Contact	Funding Opportunity	Funds Available
<b>4. HISTORIC TROUTDALE BRIDGE TO LEWIS AND CLARK STATE PARK cont.</b>					
12	Jordan Road Pedestrian Crossing Improvements and Traffic Claming	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998		
13	Riverside Trail Improvements (L & C Park to I-84 Bridges)	Oregon Parks and Recreation Department	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
14	Jordan Road Parking Lot #1	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
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<b>6. SANDY RIVER DELTA PROJECT</b>					
19	Deceleration Lane Improvements	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	Appropriations	
20	Access Road and Parking Lot Improvements	US Forest Service	Greg Cox. 541-308-1732	Applied for funding through Appropriations	
21	Confluence Project Proposals	US Forest Service / Confluence Project	Greg Cox. 541-308-1732		
<b>7. SEPARATED SANDY RIVER PEDESTRIAN AND BICYCLE BRIDGE</b>					
22	Bridge	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	ODOT Bridge Delivery Unit and other sources including Transportation Enhancements	

Table 1 – Sandy River Connections Project Strategy Matrix cont.





# Sources

Mt Hood Scenic Byway Plan  
Final Environmental Impact Statement for the Sandy River Delta Plan  
Troutdale Urban renewal Plan  
Troutdale Riverfront Renewal Plan Preliminary Project Estimates  
Oregon Bicycle and Pedestrian Plan  
Metro's Regional Trails and Greenways: Connection Neighborhoods to Nature  
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Historic Columbia River Highway Master Plan  
Columbia River Gorge Management Unit Master Plan (OPRD)  
Oregon Bridge Delivery Unit Project Dashboard  
Sandy River Basin Vision Document – Draft (BLM)





# SANDY RIVER CONNECTIONS PROJECT AREA

## Pedestrian/Bicycle Circulation and Connectivity Study

December 05, 2007 N.T.S.



### LEGEND

- Potential Pedestrian/Bicycle Bridge Crossings Zones
- Existing Road with Bike Lanes (Includes Hwy 30)
- Potential Bike/Ped Trail Connection (East side of Sandy River)
- Jordan Road and Ramps
- Existing Bike and/or Ped Connections
- 40-Mile Loop Connection - Dike Trail and Beaver Creek Option
- Primary Urban Renewal Circulation
- Picnicking Area Available
- Restrooms Available
- Boat Launch Location
- Swimming - Designated Area
- Park Facility
- Critical Trail Connection
- Urban Renewal Area
- Jordan Road/HCRH/Mt. Hood Scenic Byway Juncture
- Primary Nodes/Junctures
- Existing Unimproved Parking
- Existing Improved Parking
- Dangerous Jordan Road Sections (Bike/Ped and Auto)
- Proposed Project - Key Areas  
(project information located on reverse side of this map)

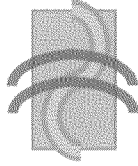


## SANDY RIVER CONNECTIONS CONCEPT PLAN Proposed Project – Key Areas

	PROJECT	SPONSOR	NOTES
1	Dike Trail/40 Mile Loop Connection	Port of Portland	
2	West Connection under I-84 Sandy River Bridges	Oregon Bridge Delivery Partners	Critical connection point
3	Riverside Trail	City of Troutdale	Important part of Troutdale's Urban Renewal Plan
4	Access under Rail Road Bridge	City of Troutdale	Critical for linking trail to downtown Troutdale and the Historic Columbia River Highway
5	Depot Park	City of Troutdale	
6	HCRH Sidewalks and Bike Lanes (Alt 1)	City of Troutdale	
7	Beavercreek Trail (Alt 2)	City of Troutdale	This is the preferred location because it would link trail to 40 Mile Loop
8	Historic Troutdale Bridge– West	ODOT	
9	East side Parking Lot	OPRD/ODOT	Improvement could make this area a gateway to the Historic Columbia River Highway
10	Jordan Road Improvements:	OPRD	Trail connection will be difficult due to steep slopes and narrow road ways
11	Lewis and Clark State Park Parking Lot Improvements:	OPRD	
12	Jordan Road Pedestrian Crossing Improvements and Traffic Claming	ODOT	Improvements will increase safety and recreational quality of the area
13	Riverside Trail Improvements (L & C Park to I-84 Bridges)	OPRD	Opportunity to create a loop, but also improve the connection to the Sandy River Delta
14	Jordan Road Parking Lot #1	OPRD / ODOT	
15	Jordan Road Parking Lot #2	OPRD / ODOT	
16	Jordan Road Parking Lot #3	OPRD / ODOT	
17	East Connection under I-84 Sandy River Bridges	ODOT	
18	Jordan Road to the Sandy River Delta	ODOT	
19	Deceleration Lane Improvements	ODOT	This project is necessary before the other Delta projects can be successful
20	Access Road and Parking Lot Improvements	US Forest Service	Will end current unsafe parking practices
21	Confluence Project Proposals	US Forest Service/ Confluence Project	Includes Maya Lin art installation and renovated trails
22	Bicycle/ Pedestrian Bridge	ODOT	There are many possible locations for the bridge, all of which need to be considered.

## Project Purpose

*The Sandy River Connections Concept Plan provides a framework to coordinate current and future planning efforts to better link the Portland metropolitan link to the natural resources and recreational opportunities in the Sandy River Basin and the Mt. Hood National Forest, while improving the scenic qualities of the "Gateway to the Gorge".*



The development of the Concept Plan was a collaborative effort of the Sandy River Connections Working Group.

John Anderson, *City of Troutdale*  
Bob Akers, *40 Mile Loop Land Trust*  
Magnus Bernhardt, *Oregon Department of Transportation*  
Tom Bouillion, *Port of Portland*  
Andrew Brahe, *The Confluence Project*  
Mark Brown, *Bureau of Land Management*  
Greg Cox, *USFS Columbia River Gorge National Scenic Area*  
Ernest Drapela, *Historic Columbia River Highway Advisory Committee*  
Jane Hart, *Metro*  
Rocky Houston, *Oregon Parks and Recreation Department*  
Mel Huie, *Metro*  
Jane Jacobsen, *The Confluence Project*  
Jennifer Kaden, *Columbia River Gorge Commission*  
Virginia Kelly, *USFS Columbia River Gorge National Scenic Area*  
David Kim, *Oregon Department of Transportation*  
Jim Laubenthal, *Port of Portland*  
Michael Lynch, *Multnomah County*  
Kevin Price, *Oregon Parks and Recreation Department*  
Kristen Stallman, *Oregon Department of Transportation*  
Mel Stout, *40 Mile Loop Land Trust*  
Derrick Tokos, *Multnomah County*



Figure 24— Painters enjoying the scenery along the Sandy





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# Declaration of Cooperation

Sandy River Connections Working Group

February 1, 2008

## *Preface*

The Sandy River Connections Working Group includes representatives from a coalition of local, county, regional, state and federal partners: the City of Troutdale, Confluence Project, the Port of Portland, 40-Mile Loop Land Trust, Multnomah County, Metro Regional Government, Oregon Department of Transportation (ODOT) Region 1, Oregon Parks and Recreation Department, the Oregon Recreational Trails Council, the U.S. Forest Service – Columbia River Gorge National Scenic Area, and the Bureau of Land Management. The Sandy River Connections Working Group is working to ensure coordinated planning and implementation of recreation, transportation, and habitat protection and enhancement related projects in the vicinity of the Sandy River Delta.

In February 2008, the Sandy River Connections Working Group finalized the Sandy River Connections Concept Plan (Concept Plan). The projects described in the Concept Plan will provide improved access to nature, regional recreation resources, workplaces, commercial centers and schools. In addition, the projects described in the Concept Plan will create economic and ecological benefits, provide educational and interpretive opportunities and serve a broad public user base. With the Concept Plan in place, the Sandy River Connections Working Group will seek opportunities to leverage funding and other resources to implement projects described in the Concept Plan. As new projects are identified by the Working Group, the Concept Plan will be amended to include them. This Declaration does not constitute a financial commitment at this time for any members of the Sandy River Connections Working Group.

## *Project Area*

The Sandy River Connections Concept Plan project area includes the area immediately east and west of the Sandy River near the City of Troutdale at the river's confluence with the Columbia River. The project area is not only the confluence of two important rivers, the Sandy and the Columbia Rivers, but geographically delineates the edge of the Portland metropolitan region from the Columbia River Gorge National Scenic Area and provides a link to the natural resources and recreational opportunities in the Sandy River Basin and other public lands.





### *Concept Plan Objectives*

- Provide pedestrian/ bicycle access over the Sandy River to improve user safety and provide more efficient access to nature and the recreational areas in the Sandy River Delta, Columbia River Gorge, the Sandy River Basin and other public lands.
- Promote a coordinated multi-use trail system with improved connections to Metro's Regional Trail and Greenway system, including the 40-Mile Loop trail system that serves multiple users and skill levels.
- Improve movement of automobiles and freight along I-84 in the project area.
- Increase the presence of nature in the project area and incorporate ecological benefits into project designs.
- Improve recreational opportunities and staging for regional recreation outside the Sandy River Connections Planning Area.
- Increase and identify river access and appropriate riverfront opportunities to boost tourism and economic development.
- Work collaboratively with partners to leverage support and resources for projects identified in this Concept Plan.
- Provide opportunities to maximize restoration and recovery of the Sandy River's wild salmon and steelhead.
- Promote collaborative planning efforts among local, county, regional, state and federal partners throughout the Sandy River Basin to identify existing and future natural resource and recreation management issues related to expected increased public use.



We, the undersigned, agree to participate in the implementation of the Sandy River Connections Concept Plan, to strive to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits, and to communicate and collaborate with other team members in promoting the successful implementation of the plan.

We, the undersigned, also agree that separate Intergovernmental or Cooperative Improvement Agreements may be required between affected participating parties. Said agreement(s) must be executed prior to construction of Project elements, or financial contributions made toward such a Project.

### Elected Officials

Paul Thaler  
Mayor, City of Troutdale

Don Bon  
Metro Council President, Metro Regional Government

02-25-08  
Date

5 Mar 2008  
Date

\_\_\_\_\_  
Commission Chair, Multnomah County

\_\_\_\_\_  
Date

### Agency Representatives

Jan Teller  
Region 1 Manager, ODOT

Daniel Harpender  
Area Manager, Columbia River Gorge National Scenic Area, USFS

Tom Wood  
Director, Oregon Parks and Recreation

Don Wright  
Executive Director, Port of Portland

Cindy Enstrom  
Cascades Field Manager, Bureau of Land Management

3/10/08  
Date

2/14/08  
Date

3/26/08  
Date

3/25/08  
Date

2/25/2008  
Date

### Non Profits

Jane L Jacobson  
Executive Director, The Confluence Project

Robert E. O'Leary  
President, 40 Mile Loop Land Trust

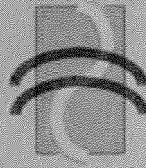
N. Bruce Rummey  
Chair, Oregon Recreational Trails Council

2.19.2008  
Date

3/28/08  
Date

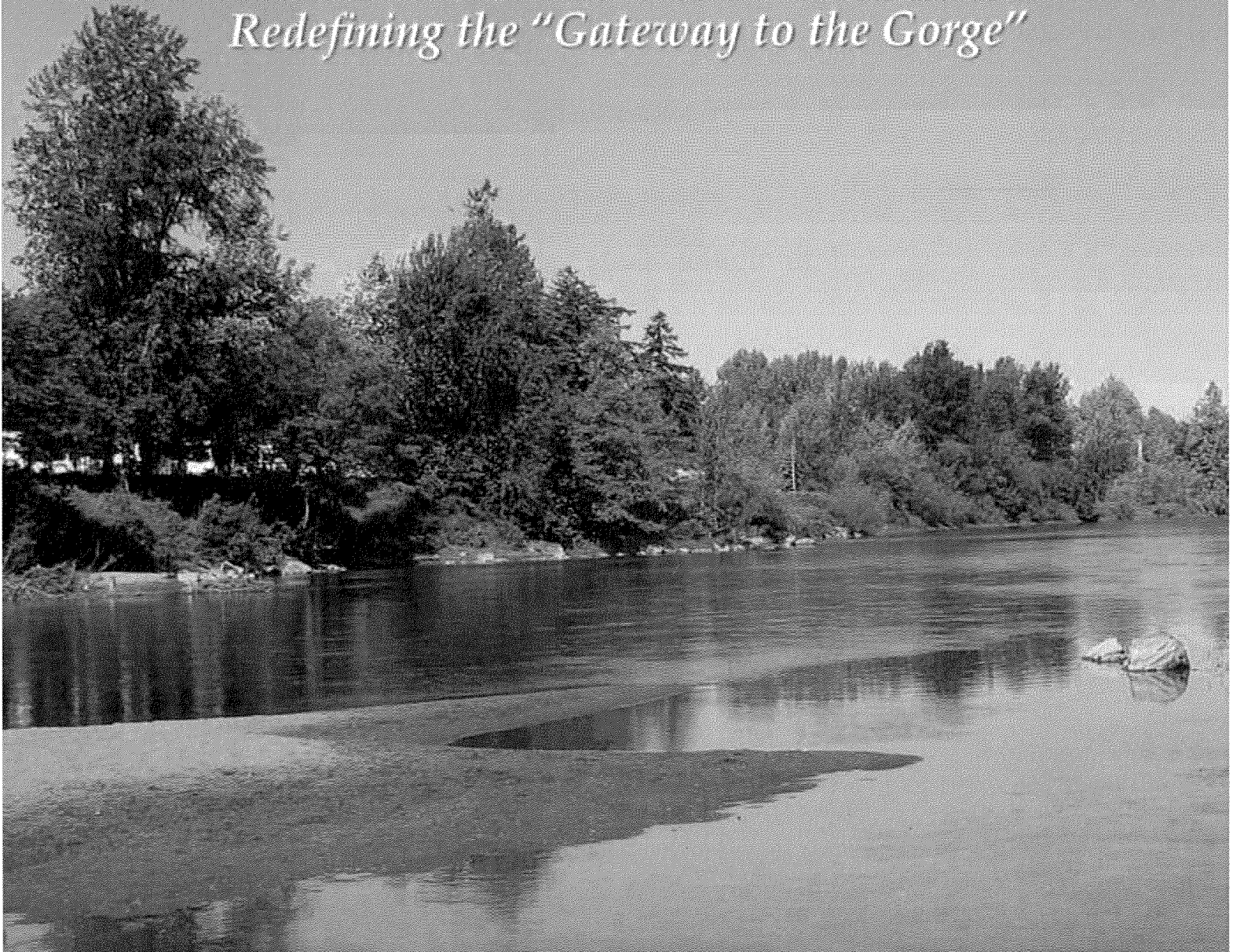
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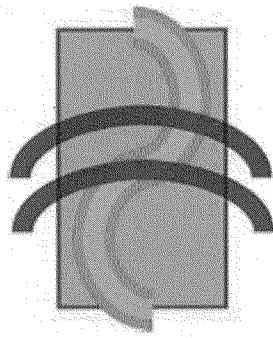




# SANDY RIVER CONNECTIONS CONCEPT PLAN

*Redefining the "Gateway to the Gorge"*



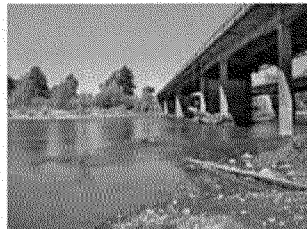
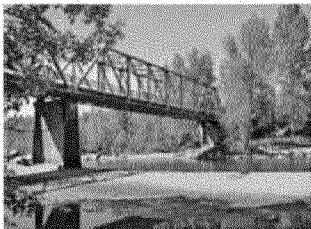


# Sandy River Connections Concept Plan

Redefining the "Gateway to the Gorge"



A Concept Plan  
January 2008



Layout by **ODOT**Design



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# Project Background

## *What is the purpose of the Sandy River Connections Concept Plan?*

The Sandy River Connections project area (Figure 3) is considered the "Gateway to the Gorge" and conversely the "Gateway to the Metropolitan Area". The Sandy River Connections Concept Plan (Concept Plan) provides a framework for partners to coordinate current and future opportunities for recreational, transportation, educational and interpretive and natural resource improvements in the vicinity of the Sandy River Delta. These improvements will better link the Sandy River Delta area with the Portland Metropolitan area, the Columbia River Gorge National Scenic Area, the Sandy River and the Mt. Hood National Forest.

The projects described in the Concept Plan will provide improved access to nature, regional recreation resources, workplaces, commercial centers and schools. In addition

## SANDY RIVER CONNECTIONS Mission Statement:

*Link the Portland Urban Area open space network to recreational opportunities associated with the Columbia Gorge National Scenic Area, the Sandy River, and Mt. Hood National Forest while improving the scenic and natural resource qualities of the Sandy River Connections project area, the "Gateway to Gorge".*

the Concept Plan will create economic and ecological benefits, provide educational and interpretive opportunities and serve a broad public base. With the Concept Plan in place, the Sandy River Connections working group will seek opportunities to leverage funding and other resources to implement projects described in the Concept Plan. As new projects are identified, the Concept Plan will be amended accordingly.



Figure 1 – A view to the Sandy River looking south from the Interstate 84 Bridge





## Concept Plan Objectives

- Separate pedestrian/ bicycle use from automobile access over the Sandy River to improve user safety and provide more efficient access to nature and the recreational areas in the Sandy River Delta, Columbia River Gorge, the Sandy River Basin and the Mount Hood National Forest trail system.
- Promote a coordinated multi-use trail system with improved connections to Metro's Regional Trail and Greenway system, including the 40-Mile Loop trail system that serves multiple users and skill levels.
- Improve movement of automobiles and freight along I-84 in the project area.
- Increase the presence of nature in the project area and incorporate ecological benefits into project designs.
- Improve recreational opportunities and staging for regional recreation outside the Sandy River Connections Planning Area.
- Increase and identify river access and appropriate riverfront opportunities to boost tourism and economic development.
- Work collaboratively with partners to leverage support and resources for projects identified in this Concept Plan.
- Serve as a resource to a wide variety of recreational and scenic area users.
- Provide opportunities to maximize restoration and recovery of the Sandy River's wild salmon and steelhead.
- Promote collaborative planning efforts among local, county, regional, state and federal partners throughout the Sandy River Basin to identify existing and future natural resource and recreation management issues related to expected increased public use.



Figure 2 – A site visit with the Sandy River Connections Working Group



Where is the Sandy River Connections project area?

The Sandy River Connections Concept Plan project area includes the area straddling the

Sandy River near the City of Troutdale at the river's confluence with the Columbia River. The project area is not only the confluence of two important rivers, the Sandy and the Columbia Rivers, but geographically



Figure 3 – The Sandy River Connections Project Area (enlarged foldout version at end of document)



delineates the edge of the Portland metropolitan region from the Columbia River Gorge National Scenic Area and provides links to natural resources and recreational resources and opportunities in the Sandy River Basin and the Mt. Hood National Forest.

### *Who is involved in this effort?*

The Sandy River Connections Working Group includes representatives from a coalition of local, county, regional, state and federal partners:

- the City of Troutdale;
- the Confluence Project;
- the Port of Portland;
- the Sandy River Basin Partners;
- 40-Mile Loop Land Trust;
- Multnomah County;
- Metro Regional Government;
- Oregon Department of Transportation (ODOT) Region 1;
- Oregon Parks and Recreation Department;
- the Oregon Recreational Trails Council;
- the U.S. Forest Service – Columbia River Gorge National Scenic Area;
- Columbia River Gorge Commission; and
- the Bureau of Land Management.

This coalition of partners is working to ensure coordinated planning and implementation of recreation, transportation and habitat protection and enhancement related projects in the vicinity of the Sandy River Delta.

### *How does this Concept Plan relate to other regional planning efforts?*

The Sandy River Connections Concept Plan project area describes overlapping planning efforts that straddle the Portland

Metropolitan Urban Growth Boundary and Columbia River Gorge National Scenic Area. The following plans and planning efforts informed the development of the Sandy River Connections Concept Plan:

### **Columbia River Gorge National Scenic Area (CRGNSA)**

The Columbia River Gorge National Scenic Area Recreation Development proposals list identifies the Sandy River Delta Area as the “southwest orientation and information gateway” to the scenic area. While the Sandy River Connections Concept Plan does not include plans for an information center, the improvements to the Sandy River Delta Area will improve the source and dissemination of interpretive information through a better network of trails and signage and way-finding.

The Sandy River Connections Concept Plan is also consistent with the National Scenic Area Management; *goal to protect and enhance recreation opportunities while ensuring open space resource protection*. I-84 and the Sandy River are also deemed “key viewing areas” from which National Scenic Area landscapes can be seen. Informal recreational use occurs throughout the project area including dog walking, fishing, swimming, boating, hiking, and horseback riding. While some park facilities exist, such as Lewis and Clark State Park, much of the area is undeveloped yet heavily used.

### **Sandy River Basin Partners**

From its headwaters high on Mt. Hood to its delta just outside of the Portland metro area, Oregon’s Sandy River is a regional treasure. Since 2000, The Sandy River Basin Partners is a consortium of public and private organizations working together have worked





to coordinate efforts for the restoration and recovery of the river's wild salmon and steelhead. The Sandy River Connections Concept Plan was conceived with no knowledge that a similar project to provide a plan to restore the Sandy was occurring on a larger scale up river.

In 2000, the Partners were prompted by two announcements to begin their collaborative work: the listing of steelhead trout and Chinook salmon on the threatened species list under the federal Endangered Species Act, and Portland General Electric's announcement that it would remove the Little Sandy and Marmot dams. Currently, the Partners are working on a Basin-wide restoration strategy to guide restoration priorities.

Through coordinated fundraising efforts and ongoing prioritization of restoration projects, the Partners actively apply their joint research to achieving their vision for the Sandy River Basin. Implementation of the projects in the Sandy River Connections Concept Plan will support the restoration strategies developed by the Sandy River Basin Partners.

## I-84 Corridor Strategy

The I-84 Corridor Strategy was developed by ODOT, the Columbia River Gorge Commission, USDA Forest Service, Federal Highway Administration and the three counties within the National Scenic Area. The I-84 Corridor Strategy consists of a long-term vision and design guidelines for the Interstate 84 corridor with the Columbia River Gorge National Scenic Area to guide design, construction and management activities. A clear, cohesive framework for managing and approving design in the corridor expedites the implementation of

needed improvements or modifications to the Interstate 84 facilities in an efficient manner while establishing continuity of design for corridor features in the National Scenic Area.

The Vision Statement for this document states that Interstate 84 in the Columbia River Gorge National Scenic Area (CRGNSA) is a critically important corridor that serves as a primary regional transportation artery, a key interstate freight route, and a scenic highway. Interstate 84 is envisioned as:

- a corridor where the traveling through is as important as the traveling to;
- providing safe and efficient movement of people and goods while respecting and highlighting the magnificent landscape through which it passes;
- a route with distinctive and cohesive identity that reflects the character and values of the CRGNSA;
- a vital connector serving social and economic needs by providing access to and between communities, services, recreation areas and tourism destinations; and
- a model of design and management of interstate highways in scenic rural landscapes.

## Regional Trail Planning Efforts

- *Lewis and Clark's Historic Trail*  
Lewis and Clark explored the Sandy River Delta Area, calling it the "Quicksand River". They noted in their journal that it had two mouths and they learned from speaking with natives that the river was not navigable due to falls. Today the Sandy River Connections project area is located along the Lewis and Clark National Historic Trail. Several





area projects commemorate the historic significance of Lewis and Clark's Expedition. Among these, the Confluence Project is developing a Wildlife Viewing Platform at the Sandy River Delta. Lewis and Clark State Park's name also reflects this historic event. Oregon Parks and Recreation Department recently completed a Lewis and Clark Interpretive Trail; a short loop trail with interpretive panels describing the relationship of the explorers to local geography, native people, and vegetation.

- **Metro Regional Trails and Greenway System**  
The proposed Sandy River Connections Concept Plan is consistent with the regionally recognized Metro Regional Trails and Greenways System (Figure 4). The Concept Plan identifies missing links in the Metro Regional Trail and

Greenways System, including gaps in the 40-Mile Loop System within the project area. Closing these gaps will connect the project area to the Springwater Corridor trail and the Beaver Creek Canyon trail, allowing connections to the Clackamas River, the Sandy River and the Mt. Hood National Forest trail system.

- **40-Mile Loop**  
The 40-Mile Loop (Figure 5) was originally proposed by the Olmstead brothers, was designed to connect Portland area parks. Now it is approximately 140 miles of regional trail that loop throughout the Portland Metropolitan area connecting over 30 parks. In addition, 40-Mile Loop connections to Troutdale are missing. The City of Troutdale's Proposed Parks Master Plan recommends a trail link to the 40-mile loop. Presently the official

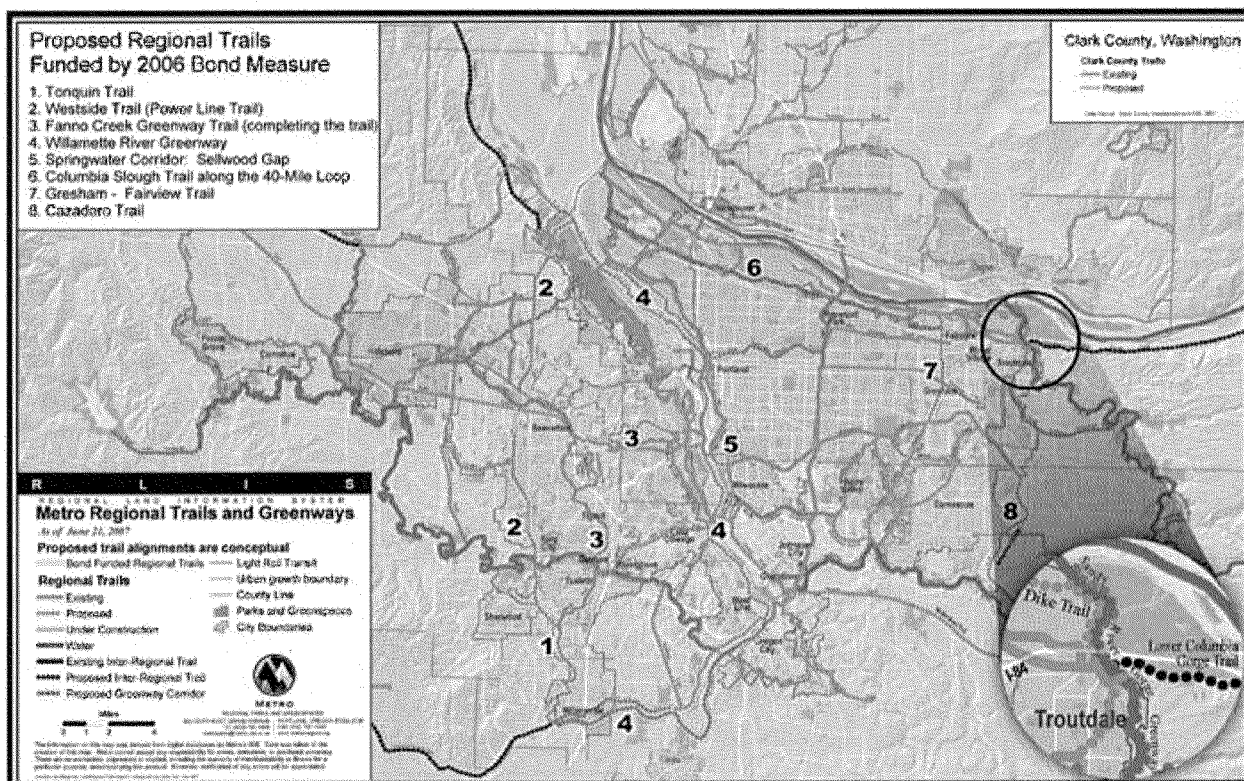


Figure 4 – Metro's Regional Trails

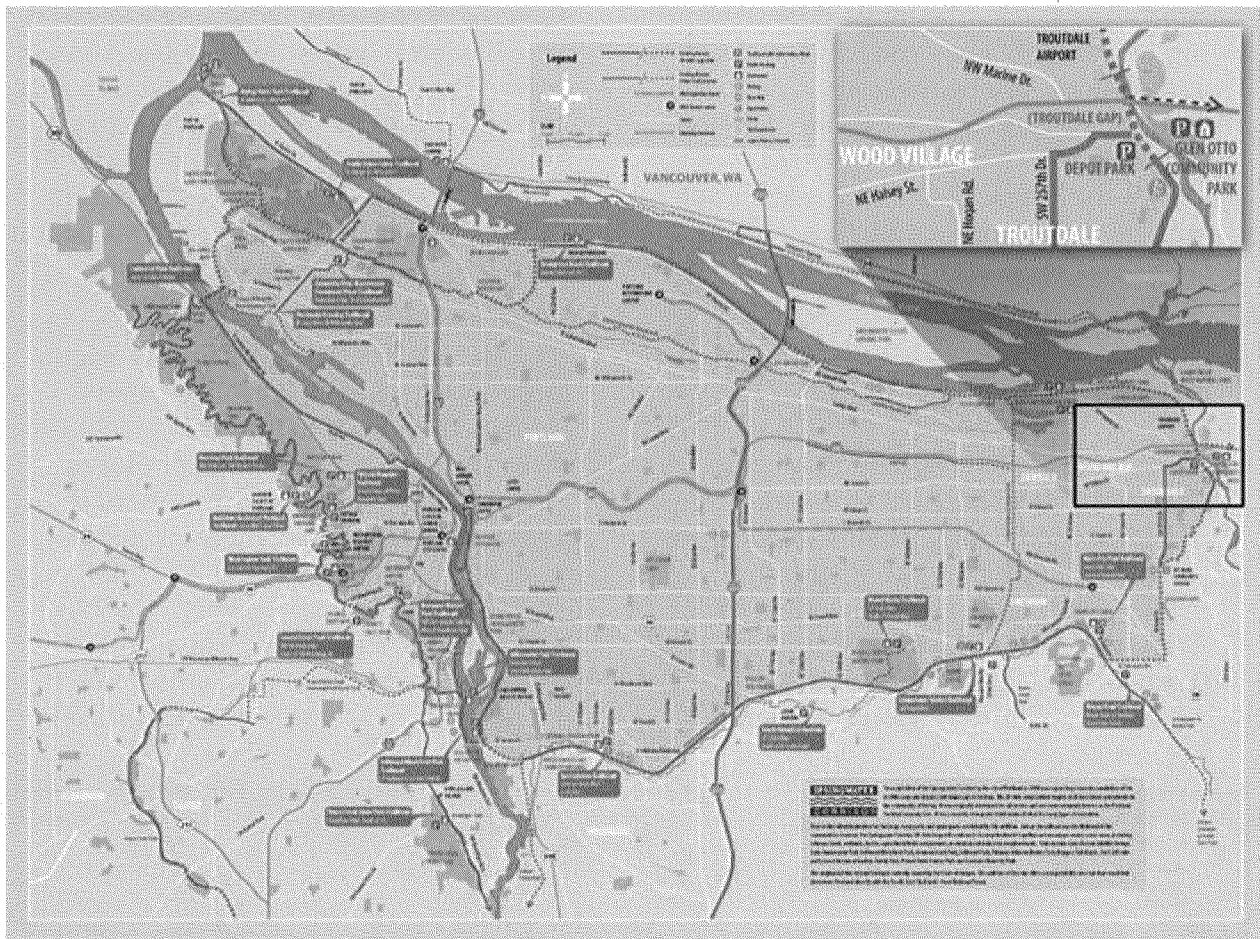
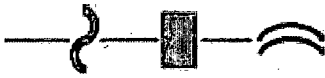


Figure 5: 40-mile loop map

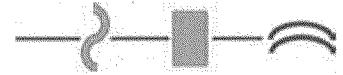
- 40-mile loop follows existing streets. The proposed trail connection within this plan will connect to the 40-mile loop, providing an off-street trail alternative.
- Chinook Trail**  
 The Chinook Trail Association promotes a bi-state loop through Oregon and Washington. This proposed trail calls for a link from the east, where the trail runs into 40-mile Loop trails. The Sandy River Connections Project would realize this section of the Chinook Trail. The Oregon Parks and Recreation Department recognizes the same trail in their 1994 Master Plan for the Columbia River Gorge Parks.
- "Oregon, the Place that Bicycles Dream Of"**  
 Oregon, especially the Columbia Gorge, is a destination for out-of-state cyclists. Increased tourism due to safer bike trails would result in economic benefits to the local economy. The State of Oregon in partnership with tourism, biking, and recreational industries is working together to promote Oregon as destination for bicycle touring.
- Sandy River Basin Vision Document**  
 The Sandy River Basin Vision document was spearheaded by the Bureau of Land Management in collaboration with created a consortium of public agencies and non-profit organizations



to provide a conceptual framework for planners and land managers to identify opportunity for recreation-related opportunities stakeholders within the Sandy River Basin. The Vision Document to explores the issues, needs, and vision for the entire Basin, which has not been done to date. This effort stimulated discussion, identified existing needs, articulated potential opportunities

for increased coordination, resource sharing, and partnership amongst stakeholders throughout the entire Basin. This document is intended to provide planners and land managers a conceptual framework to identify recreation related opportunities in the Sandy River Basin. The Sandy River Connections Plan complements this effort being spearheaded by the Bureau of Land Management.





## SANDY RIVER CONNECTION PROJECTS:

# North Troutdale Area: Reynold's Industrial Site to I-84

### *Description*

The Reynold's Industrial site is located in the NW quadrant of the Sandy River Connections Project Area, bounded on the south by I-84 westbound bridge and the Sandy River to the east. At 700 acres, it is the largest remaining zoned industrial property inside the region's Urban Growth Boundary. The Port of Portland is expecting the site to be a mix of manufacturing and distribution. Expected site development will occur over two to three years and the site master plan will include a network of trails and natural areas.

### *Opportunities*

- This area offers an excellent potential to link to the 40-Mile Loop Trail. The Port of Portland is pursuing funding

opportunities to connect a trail to Chinook Landing and beyond to the Marine Drive Trail, a popular multi-use trail destination along the Columbia River.

- Oregon Bridge Delivery Unit has agreed to accommodate a north south trail under the I-84 Sandy River Bridges.

### *Challenges*

- Trail access under I-84 may be limited during the winter due to high water.
- The Port of Portland has obtained supplemental funding through the Recreational Trail Program for the Dike Trail; however a critical gap remains north of the I-84 bridges.

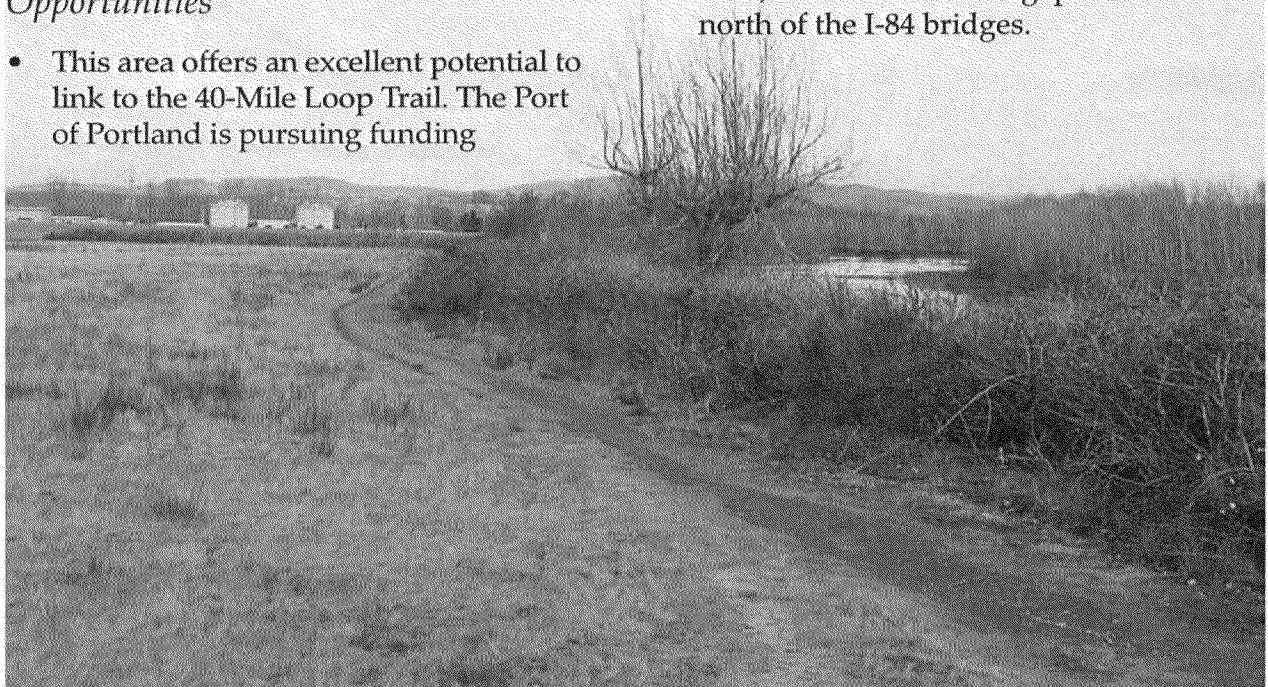


Figure 6 – A view north along the dike on the west side- future trail alignment





- While Oregon Bridge Delivery Unit is accommodating a trail under the I-84 Bridges, this does not imply that a paved trail will be constructed; funds need to be acquired for this construction.

#### *General Considerations and Recommendations*

- Take advantage of scenic views of the Sandy River when connecting to the 40-Mile Loop.
- Include wayfinding and signage.
- Consider incorporating gateway elements: such as using bridge structures to and from Troutdale.

#### *North Troutdale Projects*

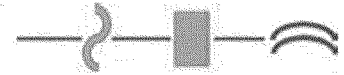
##### **1. Dike Trail**

The Port of Portland envisions the 40-mile loop trail extended to the levee along the west side of the Sandy River, accommodating pedestrian and bicycle access. The Port has successfully applied for Recreational Trail Program (RTP) grant funds to construct this project; however a critical gap remains north of the Interstate Bridge.

##### **2. West Connection under the I-84 Bridges**

This part of the project has several obstacles but is critical for linking the Reynold's Industrial site to the Troutdale Urban Renewal Area.





## SANDY RIVER CONNECTION PROJECTS: Troutdale Urban Renewal Area

### *Description*

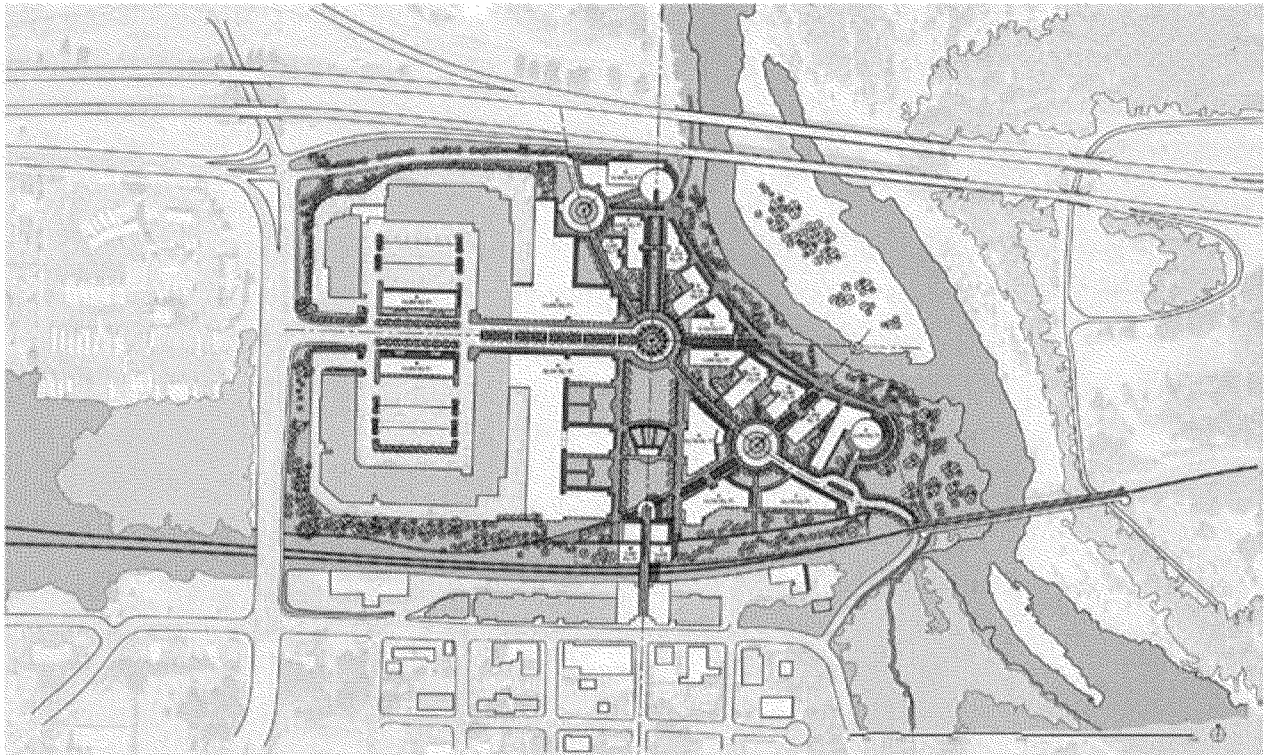
The City of Troutdale plans to redevelop portions of the current outlet and develop (Figure 7) the former wastewater treatment facility and adjacent industrial buildings. A proposed trail would run north-south under the I-84 bridges connecting the future mixed-use development; open space, residential units, retail, and office space to the Sandy River. Currently, many cyclists access the Historic Columbia River Highway by passing through Downtown Troutdale and across the Historic Troutdale Bridge.

### *Opportunities*

- The proposed trail section between I-84 and the railroad bridge follows an existing service road.
- Views to the east and upstream are unencumbered offering good views of Broughton Bluff and the Sandy River.

### *Challenges*

- Due to high water, access under the Railroad Bridge may be limited during winter.



Final Plan Alt. 2

CITY OF TROUTDALE - STP VISIONING PLAN

12.04.03

TRV

Figure 7 – Troutdale Urban Renewal Visioning Plan





- This connection is also a proposed vehicular access for the urban renewal area and may cause conflicts with the pedestrians and cyclists if not designed properly.



Figure 8 – Looking south along the proposed trail alignment through the urban renewal area

#### *General Considerations and Recommendations*

- Wayfinding and signage are a critical part of this trail section, orienting users to upcoming trail sections and points of interest.
- The proposed trail may accommodate locations for the proposed Sandy River pedestrian/bicycle bridge.
- Placing the bike/ped bridge near the Railroad Bridge, will make it visible from Troutdale's Main Street (West Columbia River Highway) which would encourage use and visually link the downtown to the River.
- Troutdale's urban renewal plan suggests access points connecting the proposed multi-use trail at various locations between the I-84 bridges and the Railroad Bridge to the proposed residential and commercial areas.
- The City's urban renewal plan proposes connections between downtown and the redevelopment site via a pedestrian crossing over the railroad tracks that flank the northern section of downtown

to the west of the Railroad Bridge. This type of redevelopment could generate local trail activity and improve safety through increased trail use

#### *Troutdale Urban Renewal Projects*

##### **3. Riverside Trail**

The proposed River Front Trail (Figure 8), which is the focal point of the urban renewal area, will follow the riparian edge and pass under the Railroad Bridge (Figure 9) connecting to downtown Troutdale at the Museum and Depot Park.

##### **4. Access under Railroad Bridge**

The city is pursuing a combined use road and trail under the railroad bridge providing access to downtown via Depot Park. Space limitations will require a creative design solution to ensure safety for the bicyclists and pedestrians on this trail connection.

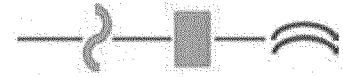
##### **4a. Access over the Railroad**

The City is proposing an important connection over the railroad linking the urban renewal area to downtown. This is connection is planned to be the primary pedestrian connection into the historic downtown. Presently, the railroad and topography separate these areas.



Figure 9 – The City has secured an easement for a road/trail access under the existing railroad bridge





## SANDY RIVER CONNECTION PROJECTS: South Troutdale Area

### *Description*

This area extends from the Railroad Bridge to the Historic Troutdale Bridge along the Columbia River Highway. Current trail planning shows the trail coming from under the Railroad Bridge and terminating at the Museum in Downtown Troutdale (Figure 10). It is possible for the trail to split at this point and follow the western Beaver Creek riparian corridor (Figure 11) to the Historic Troutdale Bridge. The trail would run between the RV Park and several parcels of public and private property connecting



*Figure 10 – West side of the river, looking west towards downtown Troutdale at Depot Park*

the user to the park and parking lot at west end of the Historic Troutdale Bridge. Access would continue along Historic Columbia River Highway from downtown Troutdale to the Historic Troutdale Bridge via bicycle lanes and sidewalks.

### *Opportunities*

- Users can experience a riparian corridor if the alignment follows Beaver Creek.
- Continuation of multi-use trail system; the Troutdale Park Plan includes the Beaver Creek Canyon Trail to south of the study area.
- Potential walking loop from downtown to the Historic Troutdale Bridge and park.

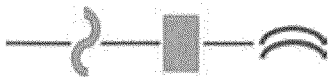


*Figure 11 – Beaver Creek riparian area*

### *Challenges*

- Property acquisition or easements with the Beaver Creek alternative.
- Possible impacts to Depot Park.





### *General Considerations and Recommendations*

- Future conceptual design work should include researching the trail splitting at the Railroad Bridge and having one section continue along Beaver Creek to the Historic Troutdale Bridge, providing a potential mini-loop for walking and biking; diversifying the user experience.
- Wayfinding and signage should be a part of the Museum trail staging area, especially if the multi-use trail uses the sidewalk and bicycle lanes.

### *South Troutdale Projects*

#### **5. Depot Park Improvements**

Depot Park is located off East Columbia River Highway. This 2.25 acre park lies adjacent to the Union Pacific Railroad and the confluence of Beaver Creek and the Sandy River. The park currently has a 0.1-mile trail. The Troutdale Parks Master Plan proposes a 0.4-mile trail extension. This proposed trail would extend north along the Sandy River providing access to the urban renewal project and link to the proposed dike trail.

#### **6. HCRH Sidewalks and Bike Lanes**

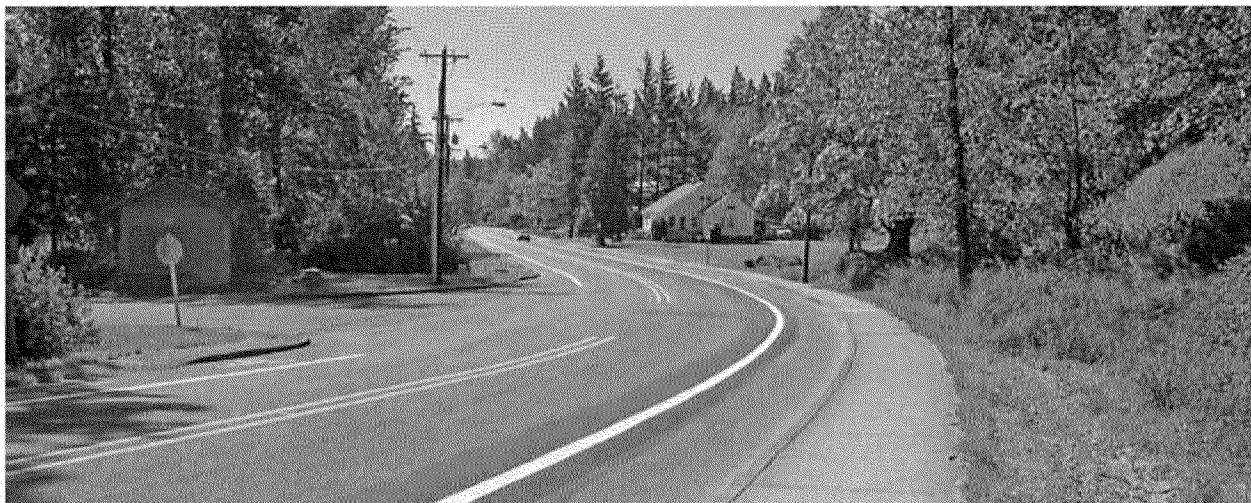
This route follows existing city streets (Figure 12) connecting downtown Troutdale to the Historic Troutdale Bridge along the original alignment of the Historic Columbia River Highway.

#### **7. Beaver Creek Trail Alternative**

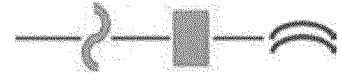
This alternative would take users along scenic Beaver Creek. The current Beaver Creek Canyon Trail, which is south of the proposed trail, is the backbone of Troutdale's north/south trail network providing passive recreation opportunities for numerous residents. The Troutdale Parks Plan does not include proposals to connect the trail along Beaver Creek to Depot Park, however a proposed extension would add 1.6 miles to the existing trail, connecting Glenn Otto Park/trail system to the north and Mt. Hood Community College Natural Area/trail system to the south.

#### **8. Historic Troutdale Bridge – West**

The Mt Hood Scenic Byway Plan identifies a project to construct a park and ride lot, restrooms, signage and viewpoint of the river at a large open field north of the Historic Highway. ODOT and Multnomah County are the identified sponsors.



*Figure 12 – Existing pedestrian and bicycle connections along the Historic Columbia River Highway*



## SANDY RIVER CONNECTION PROJECTS: Historic Troutdale Bridge to Lewis and Clark State Park Area

### *Description*

This section is from the west end of the Historic Troutdale Bridge (Figure 13) to Lewis and Clark State Park. It follows Jordan Road north from the intersection of the Historic Columbia River Highway at the east end of the Historic Bridge to Lewis and Clark State Park.

### *Opportunities*

- This area is often seen as a gateway to the Historic Columbia River Highway, though aside from the Historic Troutdale

Bridge and minimal signage there are no significant identifiers indicating it as significant gateway.

- Clear signage and improved facilities, including improved river access, could make this area an important gateway. For example, the east side parking lot could become the staging area for Historic Columbia River Highway bike rides.
- This site is the juncture for two National Scenic Byways, Historic Columbia River Highway and the Mount Hood Scenic Byway.



Figure 13 – Existing pedestrian access over the Historic Troutdale Bridge



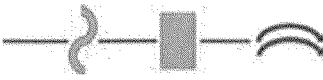


Figure 14 – Eastside of the Sandy River at the intersection of the Bridge and Jordan Road

### Challenges

- The Historic Troutdale Bridge provides only a narrow walkway on the south side of the bridge for pedestrian and bicycle access.
- Biking on the bridge roadway is a challenge due to the narrow roadway: the relative long span puts cyclist at risk. Bicyclists typically take the travel lane.
- Correcting the limitations of the bridge could be difficult as it is a designated National Historic Landmark. The National Scenic Area prohibits adverse impacts to national register eligible structures.
- Once across the bridge pedestrians and cyclists spill out onto the Historic Columbia River Highway and an undefined State Park parking lot (Figure 14).
- Pedestrian and bicycle access north to Lewis and Clark State Park is constrained by the narrow Jordan Road due to steep slopes on both sides of the road (Figure 15). Cycling on this section of road is common but by no means adequate as a roadway shoulder is virtually non-existent. Walking on this roadway, especially during periods of high use is extremely dangerous.





### *General Considerations and Recommendations*

- Redesign the parking lot on the east side of the Historic Troutdale Bridge to provide safer and more defined public parking and access. This area should provide a refuge/kiosk for pedestrians and cyclist that have just come off the bridge orienting them to local and regional recreational opportunities. This parking lot could also be designed as a gateway to the scenic byways which converge at this point the Historic Columbia River Highway and the Mt Hood Scenic Byway.
- Few visual cues exist to orient users in this location; mitigate through improved wayfinding and signage.



*Figure 15 – Jordan Road looking north*



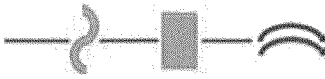


Figure 16 – East side of the Sandy River- proposed trail alignment south of railroad bridge adjacent to Jordan Road

### *Projects*

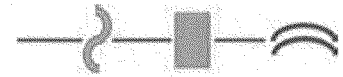
#### **9. Eastside Parking Lot**

The large parking area, southeast of the Historic Troutdale Bridge, should be improved and serve as a gateway to the Historic Columbia River Highway and Mt. Hood Scenic Byway. This project was identified in the Mt. Hood Scenic Byway Plan as a potential project.

#### **10. Jordan Road Ped/Bike Improvements**

Jordan Road is narrow, constrained by topography on one side and the river on the other. A path along the west side of the road and the elimination of road side parking should be considered to allow pedestrians to walk from the Historic Troutdale Bridge to Lewis and Clark State Park. With a new pedestrian/bike bridge this section is a critical link and provides an opportunity for a loop.





## SANDY RIVER CONNECTION PROJECTS: Lewis and Clark State Park to the Sandy River Delta Area

### *Description*

This area is from Lewis and Clark State Park to the Jordan Road westbound I-84 intersection. As Jordan Road enters Lewis and Clark State Park from the south, the steep slopes of Broughton Bluff give way to a wide flat bench east of the road. This bench is the primary area of Lewis and Clark State Park. The park and surrounding area receives many visitors during the summer; it is common to see over a hundred cars parked along the Jordan Road right-of-way, from the State Park to the current Sandy River Delta parking lot.

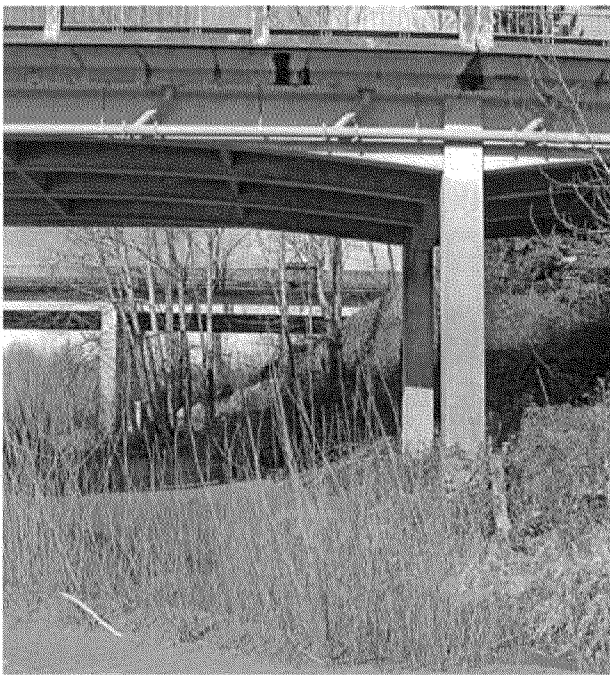


Figure 17 – East side of the Sandy River- proposed trail alignment under the Interstate 84 Bridges

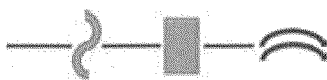
### *Opportunities*

- There are opportunities for improved staging at Lewis and Clark State Park with the development of a multi-use path connecting the State Park and Sandy River Delta property.
- Improved pedestrian crossings at Jordan Road for trail and river access and improved existing gravel parking lot functionality and aesthetics would enhance the Sandy River/Gateway experience.
- The gravel parking areas adjacent to the on/off ramp from east bound I-84 provide an opportunity to consolidate parking. However, users will need to cross Jordan Road to access the Sandy River and the proposed trail system will necessitate a safe crossing point.
- Oregon Bridge Delivery Unit has agreed to accommodate a north south trail under the I-84 Sandy River Bridges (Figure 14).

### *Challenges*

- The primary challenges are providing adequate parking and pedestrian access for and around Lewis and Clark State Park and the Sandy River Delta.
- Currently, many park users walk from Lewis and Clark State Park to the Sandy River Delta. The route is very unsafe where the Railroad Bridge crosses Jordan road (Figure 16). It will be challenging to widen the road in this area.





- Several hundred yards north, the I-84 Jordan Road under-crossing, creates extremely unsafe situations for pedestrians.

#### *General Considerations and Recommendations*

- Redesign the two existing gravel parking lots to improve their appearance, function and capacity consistent with the National Scenic Area standards. Develop a management plan for the parking areas. This plan should address overnight parking issues and enforcement by OPRD.
- Jordan Road improvements should include innovative design concepts to improve pedestrian and vehicular safety especially where the road borders future parking lots and at Lewis and Clark State Park.
- Natural bench areas for pedestrian/bike bridge locations would maximize safe access to this side of the river.
- Where the eastbound on and off road/ramp intersects with Jordan Road there is need for a designated 3-way pedestrian crosswalk, providing people, that park their cars in the redesigned parking lots on each side of the on-ramp, controlled access to the river and potential multi-use trail.
- Design the proposed trail under the Interstate Bridges so it is intuitive to the user and discourages pedestrians from using the shoulder of Jordan Road under crossing.



*Figure 18 – Existing trail connection paralleling Interstate 84 on the north side connecting to the Sandy River Delta*





Figure 19 – Jordan Road, proposed trail alignment along the north side of Jordan Road north of Interstate 84

### *Lewis and Clark State Park to Sandy River Delta Projects*

11. **State Park Parking Lot Improvements**  
Improve pedestrian circulation and crossing of Jordan Road.

12. **Jordan Road Traffic Calming and Pedestrian Crossing Improvements**

A traffic-calming plan would increase pedestrian safety with more stop signs, raised crosswalk, 'drive slowly' signs, and other techniques for slowing down traffic. One location considered for a safe pedestrian crossing on Jordan Road is at the intersection of the I-84 east bound on ramp/west bound off ramp with Jordan Road.

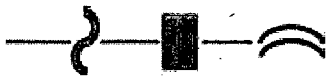
13. **Riverside Trail (L&C to I84 Bridges)**

Take advantage of the tremendous opportunity to develop a parallel trail along the west side Jordan Road (Figure 19).

14. **Jordan Road Parking Lot #1**

ODOT and OPRD should work cooperatively on a parking lot design. The parking lots are unsightly and are located at key viewing areas from I-84 and the Sandy River. It is important to improve their function and visual qualities. An Intergovernmental Agreement may be needed to define management and use of these areas. ODOT should sign property and work with ORPD to enforce "No Overnight Camping".





**15. Jordan Road Parking Lot #2**

**16. Jordan Road Parking Lot #3**

**17. East Connection under the I-84 Bridges**

Trail access under I-84 may be limited during the winter due to high water.

**18. Jordan Road to the Sandy River Delta**

Jordan Road should accommodate a multi-use path on the north side of the road connecting the I-84 bridges to the Sandy River Delta property. Issues with wetlands and fill may be a concern (Figure 17 and 18).





## SANDY RIVER CONNECTION PROJECTS:

# Sandy River Delta Area

### *Description*

The Sandy River Delta comprises 1,400 acres of National Forest land north of I-84 and east of the Sandy River. In addition, several hundreds of acres of Oregon State land surround the Delta, consisting of the bed and banks of the Sandy and Columbia Rivers and the original Sandy River channel. The Sandy River Delta is a popular recreation destination managed by the Columbia Gorge National Scenic Area and U.S. Forest Service.

### *Opportunities*

- The Forest Service, in conjunction with many partners, created a master plan for the Delta. The plan identified 7 – 9 miles of multi-user, non-motorized trails, a 100 car parking area, a “gateway” to the Gorge located between Sandy River Delta and Lewis and Clark State Park, and a number of habitat restoration goals. The Forest Service has had great success in wetland and riparian forest restoration over the past decade.
- Recreation use at the Delta continues to grow and is popular with dog walkers, hikers, equestrians, bicyclists, anglers and hunters. The Forest Service did not install any recreation developments until 2006, when it began construction on a universal access, multi-user trail. The Forest Service is now developing site recreation proposals including moving the parking area into the Delta, completing the universal access on-leash trail, designating off-leash and on-leash areas, and considering a proposal by

the Confluence Project for a viewing platform by artist Maya Lin. The Forest Service is cooperating very closely with ODOT to create safe vehicular access into Sandy River Delta from I-84, and to rehabilitate the current informal parking area to improve scenic conditions.

### *Challenges*

- The Forest Service is presently unable to install a parking area on its property because the interchange is substandard. Visitors currently park in an unpaved area just off the I-84 westbound off-ramp, a very unsafe situation. The current parking area is a negative scenic element at the western gateway to the Columbia River Gorge.
- Until recently, the Forest Service did not provide much presence at the Delta, other than habitat restoration. Recreation use can conflict with habitat restoration efforts therefore the Forest Service is increasing its presence on the site. In addition, they have been working to develop recreational facilities to minimize resource impacts.

### *Projects*

#### **19. Deceleration Lane Improvements**

Presently no designated parking is available on National Forest land for this project. Visitors unsafely access the site via a freeway off ramp and park haphazardly within the right of way along the exit 18 west bound off ramp. This causes safety concerns, particularly



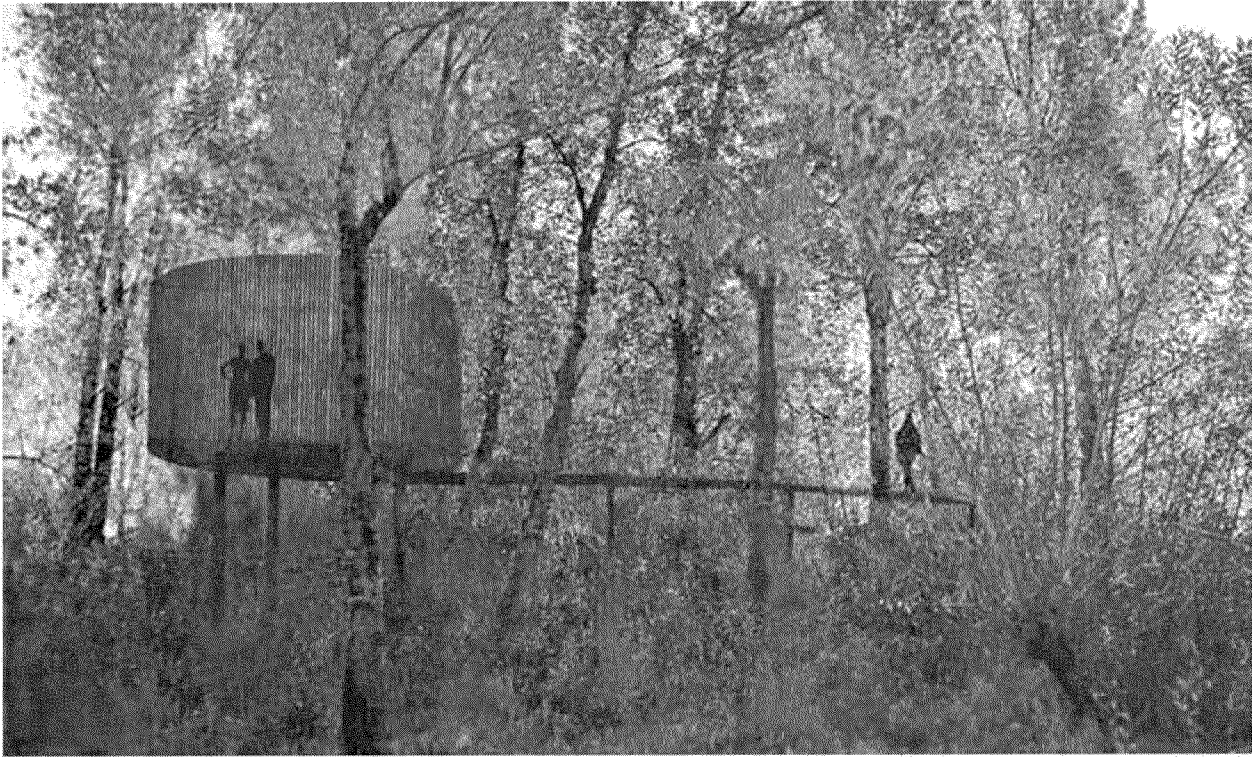
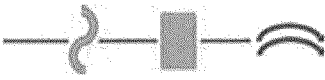


Figure 20 – Color rendering of the proposed wildlife viewing platform, as envisioned by Maya Lin

because this ramp allows for a very short deceleration zone. The USFS has developed a plan to relocate the parking to the interior of the site. However, to gain legal access to the property the off ramp and intersection need reconfiguring to allow safe site access. This project would extend a parallel deceleration lane eastward down I-84 by widening the shoulder of the interstate and reconstructing the intersection into a stopped controlled access.

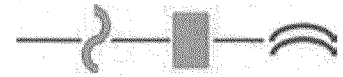
#### **20. Access Road and Parking Lot Improvements**

This project includes an access road, an American Disabilities Act accessible 100-vehicle parking lot, a restroom, native landscape and restoration plantings, and access trails.

#### **21. Confluence Project proposals**

The Confluence Project is an initiative to reclaim, transform, and re-imagine seven places along the historic Columbia River Basin, through permanent art installations by Maya Lin. Each site along the 450-mile course of the Project is a place where waterways merge or traditional peoples have gathered, and each was a scene of meeting between Native Americans and the Lewis and Clark Expedition. The Sandy River Delta was chosen to be one of these sites. Lin's interactive project, 'Bird Blind' will be completed by 2008 (Figure 20).





## SANDY RIVER CONNECTION PROJECTS:

# Sandy River Pedestrian Bicycle Bridge

With over 27,100 average vehicles trips per day and a speed limit of 60 mph, the narrow, 3-foot substandard sidewalk (Figure 21), along the south edge of the eastbound I-84 bridge provides poor, unsafe access to the Columbia Gorge National Scenic Area and the Sandy River Delta Recreation Area. Pedestrian and bicycle users from the Portland metropolitan area are provided a dangerous and often daunting crossing, especially for the average recreational rider

or hiker. The Historic Troutdale Bridge has a substandard pedestrian walkway, offering another relatively unsafe multi-modal option to access the Gorge and Historic Columbia River Highway. Related efforts are underway to develop a regional trail network providing recreational opportunities and improved alternative modal access to the Gorge. Many options exist to provide the needed pedestrian/bicycle facility improvements are outlined within this plan.



*Figure 21 – Existing pedestrian crossing over the Interstate Bridge*





## Background

The Oregon Department of Transportation is replacing the Interstate 84 Bridges over the Sandy River as part of OTIA III, "The Cracked Bridge Replacement Program" a statewide bridge replacement/repair program. The Sandy River Bridges Replacement Project initiated the Sandy River Connections Project. In November 2006, the bridge replacement project's public involvement team, led by the Oregon Bridge Delivery Partners, organized a stakeholders meeting to discuss the project and the bridges' relationship with existing and proposed neighboring land uses. At this meeting, different agencies presented plans for future trail connections surrounding the bridges. This dialogue highlighted the need for trail connectivity in the area. Following the meeting, the Sandy River Connections Working Group was organized to coordinate associated planning efforts.

In February 2007, a well attended preliminary Interstate Bridges open house included a proposed pedestrian bicycle path on the Interstate Bridges. The typical section presented at this meeting consisted of two 12' lanes, one 12' auxiliary lane, one 12' outside shoulder, one 6' inside shoulder, a 1'-8" outside bridge rail, a 1'-6" bridge rail between the travel lanes and the multi-use path, a 12' multi-use path, and a 1' pedestrian rail for a total width of 70'-2".

As per the I-84 Corridor Strategy, the project also agreed to accommodate north/south trail connections under the bridges to accommodate future trail connections on both east and west banks of the Sandy River. The I-84 Corridor Strategy states that mainline bridges that cross other roads shall extend far enough to provide for pedestrian, bicycle and other recreational under passage and attractive road edge treatments.

The majority of the public's comments at the open house related to the proposed trail connections over and under the interstate bridges. These comments demonstrated the public's support for improved trail connections in the area and encouraged the ODOT to reconsider locating such an important trail connection along an Interstate. The commentators raised the following questions:

- Would a pedestrian/bicycle path be safe so close to fast moving traffic?
- What would be the user experience?
- Would the pathway be used or would bicyclists, especially westbound cyclists, just use the shoulder?

In response to the public's concern for the experience and safety of future trail users adjacent to I-84 and the potential for cost savings (documented in a technical memo prepared by ODOT Bridge Delivery Unit), ODOT decided to seek a separate funding source for a separated bike/ped bridge.

ODOT unsuccessfully sought \$6 million from the Public Lands Highway Discretionary Fund. The State of Oregon recognizes the need for a pedestrian/bicycle connection over the Sandy River. ODOT is presently exploring how to take advantage of this opportunity to develop and construct a safe, efficient and user-friendly connection over the Sandy River for bicycles and pedestrians.

However, a number of issues complicate this project and need resolution prior to determining the preferred location for enhanced ped/bike access within the study area. Currently, the I-84 Bridge as designed do not include bike/ped accommodations on the new bridge structures. ODOT is evaluating all practicable alternatives





including the provision of a multi-use pathway development in conjunction with improvements being planned for the I-84 bridges over the Sandy River or a separate bridge structure.

The following is a list of the key issues associated with a separate bridge structure for bicyclists and pedestrians. ODOT is presently investigating these issues to determine if a separated structure is truly the best option for the Region.

### *Zoning/National Scenic Area Challenges*

The Gorge Commission Staff and Multnomah County staffs have serious concerns that the planning process for a bike/ped bridge is jumping ahead of the regulatory process. To construct a separate bridge in Special Management Area Open Space a plan amendment is necessary. A plan amendment requires a majority vote of the Commission including three votes from each state.

It may be premature to discuss a plan amendment before completing and alternatives analysis. The project would need to demonstrate to the Commission that a separated bike/ped bridge is the only practicable alternative. To demonstrate this ODOT will need to fully analyze all alternatives.

The US Forest Service is working on a project along the Sandy River to accommodate a Bonneville Power Administration (BPA) access road over the River. ODOT may consider combining our project with their project if, in fact, a plan amendment is the approach taken.

Further discussion of the appropriate approach would be necessary if a plan amendment is required. What kind of precedent would this set? What would be the pros & cons etc. of each type of amendment?

### *Who will own the bridge once it is constructed?*

Prior to construction ODOT will need to discuss which agency will maintain the bridge upon construction. ODOT typically cannot maintain anything outside of the established right of way. However, ODOT maintains Jordan Road, even though the road is owned by Oregon Parks and Recreation. If the bridge touches down near Jordan Road, would ODOT then maintain it? Other agencies to consider for long-term maintenance of the bridge include Multnomah County, Metro, OPRD, and the City of Troutdale. The bridge will require special equipment and thus must be wide enough to accommodate maintenance vehicles. If piers must be located in the water, log drift may be a problem.

### *Bridge Location*

According to Multnomah County, the bridge needs to be in close proximity to the Interstate 84 bridges so it retains a relationship with these bridges. This relationship is necessary for obtaining one permit for the two projects. The Final Environmental Impact Statement (FEIS) for the Sandy River Delta identified a need for a pedestrian bicycle connection along the Interstate Bridge, as a component of the preferred alternative: "the I-84 bridges over the Sandy River would be widened to provide a...bicycle/pedestrian path along the north side of the westbound bridge." At the time, the concept of a separate bridge was not envisioned. However, the Interstate Bridge Replacement Project Team has determined that the FEIS is not relevant to the Bridge project. The I-84 Bridges project has received a Documented Categorical Exclusion (DCE). A DCE is only given if the project has no significant impact on the





surrounding area. However, this document needs to be approved by Multnomah County and the US Forest Service. According to the Forest Service, the SRD FEIS may be relevant because FEIS serves as the SMA Open Space Plan for the Delta.

### *Possible Locations for a Separated Bike/ Ped Bridge*

As part of the Sandy River Connections Project ODOT Staff have identified preliminary alternative locations for the proposed bike/ped bridge (Figure 19):

- A. North of Interstate 84:** Placing a new bike/ped bridge north of the I-84 bridges is problematic, requiring an extremely long bridge. This area of the River is classified upland wetland, to the back of the ad-hoc parking lot along Jordan Road.
- B. On/parallel to the Interstate 84 Structure:** Though not ideal, this alternative needs evaluation. Issues with safety and experience must be addressed.
- C. In Between the Interstate 84 Bridges:** This alternative includes a separate structure constructed in-between the east bound and the west bound lanes. Alternative issues include access for maintenance and access at the terminus on the east and west bound rivers may make it problematic to connect to the proposed trail systems. This alternative would not have as many visual impacts as other alternatives.
- D. South of Interstate 84 but north of the RR Bridge:** This 550 ft bridge alternative would be in one of the narrow sections of the river. This alternative needs to further evaluate impacts to the Troutdale Urban Renewal Development plans. Does it enhance or detract from the City's plans?
- E. New Railroad Bridge with Ped/ Bike Facility:** The Railroad Bridge, constructed in 1906, may need replacing. Reconstructing the Railroad Bridge with a bike/ped attachment would minimize the NSA concerns and possibly some environmental permitting concerns. However, the bridge is eligible for the National Register of Historic Place. If federal money or organizations are involved with the train, which they most likely are, the new bridge would have to comply with strict federal regulations. Another concern is if the users would feel safe using the bridge when a fast moving train passes by.
- F. South of the Railroad Bridge:** This alternative would connect Depot Park to Lewis and Clark State Park. Visual impacts lessen, by placing the bridge close to the railroad bridge. The trail would provide an excellent view corridor down Troutdale's Main Street (Historic Columbia River Highway), better connecting the historic core of the community to the National Scenic Area. This alternative may be considered too far removed from I-84 to influence behavior for those wanting to cross the Sandy River on I-84 and maybe within RR Right of Way.
- G. Historic Troutdale Bridge:** In this alternative, a new bridge would not be constructed but an existing connection enhanced. Historic preservation issues (no adverse effects are allowed within the NSA), as the bridge is considered a contributing feature to the National Landmark District of the Historic Columbia River Highway, would be a major concern. Connecting trails on both sides of the Sandy would be necessary to make this a viable alternative.





### *Environmental Permits and Clearance*

This project requires Federal, State, and Local environmental permits and clearances. Permit approval process includes county and city development review, public hearings, jurisdictional and municipal reviews. Permit and review type depends on the environmental classification through the National Environmental Protection Act (NEPA) process. ODOT will categorize the project and then use the NEPA process to determine the level of documentation necessary to design and build the project. The FEIS for the I-84 bridge replacement needs review to determine identified constraints that may affect this project.

This project will require a NEPA classification. After the project is programmed into the STIP with a key number, the Regional Environmental Unit will prepare a draft Part 3 with classification recommendations. If the Project will require an Environmental Assessment (EA) it will take up to 18 months to Finding of no Significant Impact (FONSI) and preferred alternative. If the project is a Categorical Exclusion (CE) it will take up to 9 months for permits and clearances. One additional step will be to ensure that the proposed bridge location is consistent with the Sandy River Delta FEIS. If the bridge is not consistent, we will need to determine the process to rectify the plans.

### *Ownership and Land Use Issues*

The east bank of the Sandy River is in public ownership, the area north of Interstate 84 is managed by the USFS Columbia Gorge National Scenic Area. Jordan Road, owned by OPRD, is maintained by ODOT. The gravel parking lot at the terminus of the Exit 18 eastbound on ramp is owned by ODOT.

OPRD owns the gravel lot south of the onramp. The riverfront, west of Jordan Road, is owned by OPRD. There is approximately a 100 ft. easement for the railroad near the trestle. One important consideration when locating the bridge is how the bridge and proposed interconnecting trails coordinate. Topography is especially challenging as Jordan Road proceeds south.

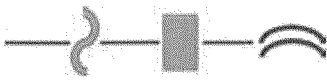
The City of Troutdale has extensive plans to redevelop their wastewater treatment plant located behind the outlet mall into a mixed-use development. A riverside trail is a focal point of the plan. The location of a bridge in this area will need to be coordinated with the city plans to redevelop the property. The bridge location also needs to be coordinated with the street system, established through the master planning process. A new ped/bike bridge would complement the City's redevelopment plans.

Troutdale maintains a park, Depot Park, in vicinity of the river. This may provide an excellent touch down location for a new bridge. The terminus on the east side of the river would be within Lewis and Clark State Park.

### *Future Trail Connections*

The bike/ped bridge will improve pedestrian and bicycle access to Lewis and Clark State Park and the Sandy River. It will also provide critical staging opportunities and secondary gateways for Troutdale and the Sandy River Corridor as the "Gateway" to the Columbia River Gorge National Scenic Area (CRGNSA), the Historic Columbia River Highway (HCRH), Sandy River Delta (SRD), and the Portland metro area. Currently, efforts are underway to continue to develop and improve the trail network and recreational opportunities and access to





*Figure 22— A view to the existing interstate bridges*

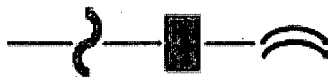
the Sandy River Delta and Gorge. The Port of Portland is working on connecting the 40-mile loop on the Reynolds Aluminum Plant site. Troutdale is committed to building a trail connection as part of their urban renewal district. These types of projects and

the proposed Sandy River Pedestrian and Bicycle Bridge will benefit one another and improve the recreational opportunities and connectivity to Lewis and Clark State Park, HCRH, and U.S. Forest Service's Sandy River Delta area.





# Appendices



## SANDY RIVER CONNECTIONS

### Project Strategy Matrix

Map Ref. #	Project Title	Sponsor	Contact	Funding Opportunity	Funds Available
<b>1. NORTH TROUTDALE</b>					
1	Dike Trail/40 Mile Loop Connection	Port of Portland	Jim Laubenthal/ Tom Bouillion 503-944-7526	Recreational Trail Program	
2	West Connection under I-84 Sandy River Bridges	Oregon Bridge Delivery Partners	Wayman Bolly, Design Coordinator 503-587-2912	Bridge Program will accommodate a bench for the trail as part of the bridge project	Yes as part of the large bridge project. Actual trail construction is not funded. Potential Transportation Enhancement Grant.
<b>2. TROUTDALE URBAN RENEWAL AREA</b>					
3	Riverside Trail	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
4	Access under Rail Road Bridge	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
<b>3. SOUTH TROUTDALE</b>					
5	Depot Park	City of Troutdale	John Anderson, City Manager. 503-674-7233	Troutdale Urban Renewal	
6	HCRH Sidewalks and Bike Lanes (Alt 1)	City of Troutdale	John Anderson, City Manager. 503-674-7233	COMPLETE	
7	Beavercreek Trail: 40 Mile Loop (Alt 2)	City of Troutdale	John Anderson, City Manager. 503-674-7233		Metro Nature in the Neighborhoods – Capitol Improvements
8	Historic Troutdale Bridge – West	ODOT	Kristen Stallman, 503-731-4957	ODOT and Multnomah County	Forest Highway Enhancement Transportation Enhancement
<b>4. HISTORIC TROUTDALE BRIDGE TO LEWIS AND CLARK STATE PARK</b>					
9	East side Parking Lot	Oregon Parks and Recreation/ Oregon Department of Transportation (ODOT)	John Potter, Area Manager Kevin Price, District Manager, Kristen Stallman 503-731-4957	Scenic Byway Program- Project is identified in both the HCRH Byway Plan and the Mt Hood Plan	
10	Jordan Road Improvements (Trail connection will be difficult due to steep slopes and narrow road ways)	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager		
11	Lewis and Clark State Park Parking Lot Improvements	Oregon Parks and Recreation	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		

Table 1 – Sandy River Connections Project Strategy Matrix



Map Ref. #	Project Title	Sponsor	Contact	Funding Opportunity	Funds Available
<b>4. HISTORIC TROUTDALE BRIDGE TO LEWIS AND CLARK STATE PARK cont.</b>					
12	Jordan Road Pedestrian Crossing Improvements and Traffic Claming	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998		
13	Riverside Trail Improvements (L & C Park to I-84 Bridges)	Oregon Parks and Recreation Department	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
14	Jordan Road Parking Lot #1	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
15	Jordan Road Parking Lot #2	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
16	Jordan Road Parking Lot #3	Oregon Parks and Recreation/ ODOT	John Potter, Area Manager Kevin Price, District Manager 503-872-5288		
17	East Connection under I-84 Sandy River Bridges	Oregon Bridge Delivery Units	Wayman Bolly, Design Coordinator 503-587-2912	Bridge Program will accommodate a bench for the trail as part of the bridge project	
18	Jordan Road to the Sandy River Delta	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	Transportation Enhancements/ Appropriation request	
<b>6. SANDY RIVER DELTA PROJECT</b>					
19	Deceleration Lane Improvements	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	Appropriations	
20	Access Road and Parking Lot Improvements	US Forest Service	Greg Cox. 541-308-1732	Applied for funding through Appropriations	
21	Confluence Project Proposals	US Forest Service / Confluence Project	Greg Cox. 541-308-1732		
<b>7. SEPARATED SANDY RIVER PEDESTRIAN AND BICYCLE BRIDGE</b>					
22	Bridge	Oregon Department of Transportation	David Kim, Area Manager 503-731-4998	ODOT Bridge Delivery Unit and other sources including Transportation Enhancements	

Table 1 – Sandy River Connections Project Strategy Matrix cont.





## Sources

Mt Hood Scenic Byway Plan

Final Environmental Impact Statement for the Sandy River Delta Plan

Troutdale Urban renewal Plan

Troutdale Riverfront Renewal Plan Preliminary Project Estimates

Oregon Bicycle and Pedestrian Plan

Metro's Regional Trails and Greenways: Connection Neighborhoods to Nature

40-Mile Loop map

PROPOSED City of Troutdale Parks Master Plan (June 2006)

Columbia River Gorge Bike Map (ODOT)

Historic Columbia River Highway Brochure (ODOT)

Chinook Trail Association: <http://www.chinooktrail.org/>

Mt Hood Scenic Byway Plan

Historic Columbia River Highway Master Plan

Columbia River Gorge Management Unit Master Plan (OPRD)

Oregon Bridge Delivery Unit Project Dashboard

Sandy River Basin Vision Document – Draft (BLM)





# SANDY RIVER CONNECTIONS PROJECT AREA

Pedestrian/Bicycle Circulation and Connectivity Study



December 05, 2007 N.T.S.



## LEGEND

- Potential Pedestrian/Bicycle Bridge Crossings Zones
- Existing Road with Bike Lanes (Includes Hwy 30)
- Potential Bike/Ped Trail Connection (East side of Sandy River)
- Jordan Road and Ramps
- Existing Bike and/or Ped Connections
- 40-Mile Loop Connection - Dike Trail and Beaver Creek Option
- Primary Urban Renewal Circulation
- Picnicking Area Available
- Restrooms Available
- Boat Launch Location
- Swimming - Designated Area



- Park Facility
- Critical Trail Connection
- Urban Renewal Area
- Jordan Road/HCRH/Mt. Hood Scenic Byway Juncture
- Primary Nodes/Junctures
- Existing Unimproved Parking
- Existing Improved Parking
- Dangerous Jordan Road Sections (Bike/Ped and Auto)
- Proposed Project - Key Areas  
(project information located on reverse side of this map)

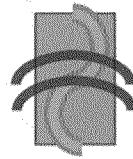
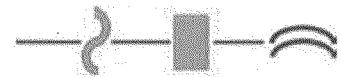


## SANDY RIVER CONNECTIONS CONCEPT PLAN Proposed Project – Key Areas

	PROJECT	SPONSOR	NOTES
1	Dike Trail/40 Mile Loop Connection	Port of Portland	
2	West Connection under I-84 Sandy River Bridges	Oregon Bridge Delivery Partners	Critical connection point
3	Riverside Trail	City of Troutdale	Important part of Troutdale's Urban Renewal Plan
4	Access under Rail Road Bridge	City of Troutdale	Critical for linking trail to downtown Troutdale and the Historic Columbia River Highway
5	Depot Park	City of Troutdale	
6	HCRH Sidewalks and Bike Lanes (Alt 1)	City of Troutdale	
7	Beavercreek Trail (Alt 2)	City of Troutdale	This is the preferred location because it would link trail to 40 Mile Loop
8	Historic Troutdale Bridge– West	ODOT	
9	East side Parking Lot	OPRD/ODOT	Improvement could make this area a gateway to the Historic Columbia River Highway
10	Jordan Road Improvements:	OPRD	Trail connection will be difficult due to steep slopes and narrow road ways
11	Lewis and Clark State Park Parking Lot Improvements:	OPRD	
12	Jordan Road Pedestrian Crossing Improvements and Traffic Claming	ODOT	Improvements will increase safety and recreational quality of the area
13	Riverside Trail Improvements (L & C Park to I-84 Bridges)	OPRD	Opportunity to create a loop, but also improve the connection to the Sandy River Delta
14	Jordan Road Parking Lot #1	OPRD / ODOT	
15	Jordan Road Parking Lot #2	OPRD / ODOT	
16	Jordan Road Parking Lot #3	OPRD / ODOT	
17	East Connection under I-84 Sandy River Bridges	ODOT	
18	Jordan Road to the Sandy River Delta	ODOT	
19	Deceleration Lane Improvements	ODOT	This project is necessary before the other Delta projects can be successful
20	Access Road and Parking Lot Improvements	US Forest Service	Will end current unsafe parking practices
21	Confluence Project Proposals	US Forest Service/ Confluence Project	Includes Maya Lin art installation and renovated trails
22	Bicycle/ Pedestrian Bridge	ODOT	There are many possible locations for the bridge, all of which need to be considered.

## Project Purpose

*The Sandy River Connections Concept Plan provides a framework to coordinate current and future planning efforts to better link the Portland metropolitan link to the natural resources and recreational opportunities in the Sandy River Basin and the Mt. Hood National Forest, while improving the scenic qualities of the "Gateway to the Gorge".*



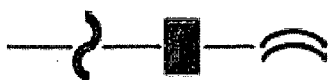
The development of the Concept Plan was a collaborative effort of the Sandy River Connections Working Group.

John Anderson, *City of Troutdale*  
Bob Akers, *40 Mile Loop Land Trust*  
Magnus Bernhardt, *Oregon Department of Transportation*  
Tom Bouillion, *Port of Portland*  
Andrew Brahe, *The Confluence Project*  
Mark Brown, *Bureau of Land Management*  
Greg Cox, *USFS Columbia River Gorge National Scenic Area*  
Ernest Drapela, *Historic Columbia River Highway Advisory Committee*  
Jane Hart, *Metro*  
Rocky Houston, *Oregon Parks and Recreation Department*  
Mel Huie, *Metro*  
Jane Jacobsen, *The Confluence Project*  
Jennifer Kaden, *Columbia River Gorge Commission*  
Virginia Kelly, *USFS Columbia River Gorge National Scenic Area*  
David Kim, *Oregon Department of Transportation*  
Jim Laubenthal, *Port of Portland*  
Michael Lynch, *Multnomah County*  
Kevin Price, *Oregon Parks and Recreation Department*  
Kristen Stallman, *Oregon Department of Transportation*  
Mel Stout, *40 Mile Loop Land Trust*  
Derrick Tokos, *Multnomah County*



Figure 24— Painters enjoying the scenery along the Sandy





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# Declaration of Cooperation

## Sandy River Connections Working Group

February 1, 2008

### *Preface*

The Sandy River Connections Working Group includes representatives from a coalition of local, county, regional, state and federal partners: the City of Troutdale, Confluence Project, the Port of Portland, 40-Mile Loop Land Trust, Multnomah County, Metro Regional Government, Oregon Department of Transportation (ODOT) Region 1, Oregon Parks and Recreation Department, the Oregon Recreational Trails Council, the U.S. Forest Service – Columbia River Gorge National Scenic Area, and the Bureau of Land Management. The Sandy River Connections Working Group is working to ensure coordinated planning and implementation of recreation, transportation, and habitat protection and enhancement related projects in the vicinity of the Sandy River Delta.

In February 2008, the Sandy River Connections Working Group finalized the Sandy River Connections Concept Plan (Concept Plan). The projects described in the Concept Plan will provide improved access to nature, regional recreation resources, workplaces, commercial centers and schools. In addition, the projects described in the Concept Plan will create economic and ecological benefits, provide educational and interpretive opportunities and serve a broad public user base. With the Concept Plan in place, the Sandy River Connections Working Group will seek opportunities to leverage funding and other resources to implement projects described in the Concept Plan. As new projects are identified by the Working Group, the Concept Plan will be amended to include them. This Declaration does not constitute a financial commitment at this time for any members of the Sandy River Connections Working Group.

### *Project Area*

The Sandy River Connections Concept Plan project area includes the area immediately east and west of the Sandy River near the City of Troutdale at the river's confluence with the Columbia River. The project area is not only the confluence of two important rivers, the Sandy and the Columbia Rivers, but geographically delineates the edge of the Portland metropolitan region from the Columbia River Gorge National Scenic Area and provides a link to the natural resources and recreational opportunities in the Sandy River Basin and other public lands.





### *Concept Plan Objectives*

- Provide pedestrian/ bicycle access over the Sandy River to improve user safety and provide more efficient access to nature and the recreational areas in the Sandy River Delta, Columbia River Gorge, the Sandy River Basin and other public lands.
- Promote a coordinated multi-use trail system with improved connections to Metro's Regional Trail and Greenway system, including the 40-Mile Loop trail system that serves multiple users and skill levels.
- Improve movement of automobiles and freight along I-84 in the project area.
- Increase the presence of nature in the project area and incorporate ecological benefits into project designs.
- Improve recreational opportunities and staging for regional recreation outside the Sandy River Connections Planning Area.
- Increase and identify river access and appropriate riverfront opportunities to boost tourism and economic development.
- Work collaboratively with partners to leverage support and resources for projects identified in this Concept Plan.
- Provide opportunities to maximize restoration and recovery of the Sandy River's wild salmon and steelhead.
- Promote collaborative planning efforts among local, county, regional, state and federal partners throughout the Sandy River Basin to identify existing and future natural resource and recreation management issues related to expected increased public use.



We, the undersigned, agree to participate in the implementation of the Sandy River Connections Concept Plan, to strive to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits, and to communicate and collaborate with other team members in promoting the successful implementation of the plan.

We, the undersigned, also agree that separate Intergovernmental or Cooperative Improvement Agreements may be required between affected participating parties. Said agreement(s) must be executed prior to construction of Project elements, or financial contributions made toward such a Project.

#### Elected Officials

Paul Threlkoff  
Mayor, City of Troutdale

James Bonin  
Metro Council President, Metro Regional Government

[Signature]  
Commission Chair, Multnomah County

02-25-08  
Date

5 Mar 2008  
Date

02-19-09  
Date

#### Agency Representatives

[Signature]  
Region 1 Manager, ODOT

Daniel Harkness  
Area Manager, Columbia River Gorge National Scenic Area, USFS

[Signature]  
Director, Oregon Parks and Recreation

[Signature]  
Executive Director, Port of Portland

Cindy Enstrom  
Cascades Field Manager, Bureau of Land Management

3/10/08  
Date

2/14/08  
Date

3/26/08  
Date

3/25/08  
Date

2/25/2008  
Date

#### Non Profits

Jane L Jacobson  
Executive Director, The Confluence Project

Robert E. Ollens  
President, 40 Mile Loop Land Trust

N. Paul Kuning  
Chair, Oregon Recreational Trails Council

2.19.2008  
Date

3/28/08  
Date

03-19-08  
Date





## MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

APPROVED : MULTNOMAH COUNTY  
BOARD OF COMMISSIONERS  
AGENDA # R-6 DATE 2/19/09  
ANA KARNES, ASST BOARD CLERK

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-6  
Est. Start Time: 10:00 AM  
Date Submitted: 02/11/09

**NOTICE OF INTENT to Apply for Department of Justice-Safe Havens**  
**Agenda Title: Supervised Visitation Safe Exchange Funding for Developing**  
**Supervised Visitation Services for Victims/Batterers and their Children**

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.*

**Requested Meeting Date:** February 19, 2009 **Amount of Time** 10 minutes  
**Department:** Non-Departmental **Division:** Commission on Children, Families, & Community  
**Contact(s):** Wendy Lebow  
**Phone:** 503-988-6981 **Ext.** 86981 **I/O Address:** 167/200  
**Presenter(s):** Wendy Lebow, Chiquita Rollins

### General Information

#### 1. What action are you requesting from the Board?

The Multnomah County Commission on Children, Families, and Community (CCFC) is requesting approval to submit a grant proposal to the U.S. Department of Justice Office on Violence Against Women (OVW), Safe Havens Supervised Visitation and Safe Exchange Grant Program for a development grant which will provide funding for one year of planning and two years of implementation of safe visitation and exchange for children of Domestic Violence victims.

#### 2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

Since 2003 an average of 120 families per year have received safe supervised visitation and exchange of children for a period of 90 days to as long as three years depending on the level of need though the previous OVW Supervised Visitation grant, administered by the Domestic Violence Coordinator's Office, Department of County Human Services (DCHS), which ends February 28, 2009. Research shows the highest levels of danger of lethality for victims of domestic violence is during initial separation. This service provides a

safer means of visitation to those community members with the greatest barriers to safe visitation/exchange. In addition to high levels of danger, other barriers faced are language, culture, and low or no income.

Studies have shown that the risk of violence is often greater for victims of domestic violence and their children after separation from an abusive situation. Even after separation, batterers often use visitation and exchange of children as an opportunity to inflict additional emotional, physical, and/or psychological abuse on victims and their children. The Family Violence Coordinating Council Civil Court Committee had identified the development of supervised visitation as one of its top priorities. Additionally the Safe Havens Consulting Committee which oversees the activities of this grant has identified a continued need for this service in recent meetings.

In 2008 Multnomah County was not refunded and the program will close on February 15, 2009 due to lack of funding. DCHS was not refunded under the current grant. Due to the critical importance of the availability of this service, the CCFC has stepped-up to lead this project.

This new grant will allow us to step back and examine what worked and was sustainable and what wasn't. The focus during the planning phase will be to work with all of the key stakeholders, including local elected officials, domestic violence providers, the Domestic Violence Coordinator's, Multnomah County Family Court, local police, Family Violence Coordinating Council and survivors. The one-year planning process will determine how to provide this much needed services utilizing a model that is sustainable.

**3. Explain the fiscal impact (current year and ongoing).**

No fiscal impact in FY08. This is a three-year grant with the first year dedicated to a planning process (October 2009 – September 2010) and the second and third year (October 2010-September 2012) to implementation of visitation services. A 0.5 FTE is included in the grant for facilitating the planning process and implementation of the program.

**4. Explain any legal and/or policy issues involved.**

There are no legal or policy issues which apply to this grant.

**5. Explain any citizen and/or other government participation that has or will take place.**

This project has an existing advisory committee made up of community stakeholders and partners. Presently the membership includes Family Court Judges, Legal Aid, Domestic Violence Service Providers (Native American Youth Association, SEI, Catholic Charities, Volunteers of America, YWCA, Russian Oregon Social Services), Batterer Intervention (Change Point), State of Oregon DHS Children's Protective Services, DCHS staff (behavioral health and domestic violence) and community members with a past history of domestic violence or a strong desire to implement social change that will reduce domestic violence. This committee has recommended application for this grant.

The Commission on Children, Families and Community will also serve in an advisory role over this project. The CCFC includes members from business, philanthropy, social services, consumers, advocates, youth, state government, and education, among others.

---

## ATTACHMENT A

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### Grant Application/Notice of Intent

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If the request is a Grant Application or Notice of Intent, please answer all of the following in detail:

- **Who is the granting agency?**  
US Department of Justice, Office on Violence Against Women
- **Specify grant (matching, reporting and other) requirements and goals.**  
Semi Annual narrative report and quarterly fiscal report. While no match is required the project will need to research and find means of developing sustainable services.
- **Explain grant funding detail – is this a one time only or long term commitment?**  
This request is for \$400,000 for a three-year period and continuation funds can be applied for.
- **What are the estimated filing timelines?**  
Deadline is 2:30 P.M. February 19, 2009
- **If a grant, what period does the grant cover?**  
October 1, 2009 – September 30, 2012
- **When the grant expires, what are funding plans?**  
A part of the planning process will be to explore and identify sustainability and new funding avenues.
- **How will the county indirect, central finance and human resources and departmental overhead costs be covered?**  
Indirect costs, at the current CCFC rate of 2.72%, have been included in the budget.

---

## ATTACHMENT B

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### Required Signatures

---

Elected Official  
or Department/  
Agency Director:

Wendy Lebow

Date: 02/10/2009

Budget Analyst:

Debra

Date: 02/11/09



# MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST (revised 09/22/08)

APPROVED : MULTNOMAH COUNTY  
BOARD OF COMMISSIONERS  
AGENDA # R-7 DATE 2/19/09  
ANA KARNES, ASST BOARD CLERK

## Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-7  
Est. Start Time: 10:10 AM  
Date Submitted: 02/11/09

**Agenda Title:** NOTICE OF INTENT to Apply for Oregon Community Foundation Grant to Fund the Early Childhood Trauma Response System

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.*

Requested Meeting Date: February 19, 2009 Amount of Time Needed: 5 minutes  
Department: Non-Departmental Division: CCFC  
Contact(s): Wendy Lebow  
Phone: 503.988.4502 Ext. 84502 I/O Address: 167/1/200/CCFC  
Presenter(s): Wendy Lebow

## General Information

### 1. What action are you requesting from the Board?

The Commission on Children, Families and Community (CCFC) requests that the Board review and approve our intent to apply for funds through the Oregon Community Foundation grant

### 2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The Multnomah County Commission on Children, Families, and Community (CCFC) would like to request \$35,000 from the Oregon Community Foundation to formalize and fund the Early Childhood Trauma Response System in Multnomah County. The goal of this system would be to increase awareness and understanding of trauma and to improve the community's response to this issue.

The purpose of creating a formal Early Childhood Trauma Response System in Multnomah County is to provide leadership that would ensure that the early childhood system is trauma-informed, family led, and child driven. The outcome would be a system that will be fluid, accessible, affordable and accountable.

Formalization of the Early Childhood Trauma Response System for children 0-6 in Multnomah County will manifest in three primary focuses: (a) central coordination and monitoring of systems of

care for young children and families (b) conducting interdisciplinary staff trainings on topics that the address needs of young trauma-affected children, and (c) collaborating with programs throughout the state and from all over the country to develop, implement, and evaluate, effective assessment, treatment, and consistent centralized reporting of childhood trauma.

This action will affect Program Offer 10008, Community Engagement and Plan Implementation.

**3. Explain the fiscal impact (current year and ongoing).**

We are requesting \$35,000 for one year.

**4. Explain any legal and/or policy issues involved.**

N/A

**5. Explain any citizen and/or other government participation that has or will take place.**

The CCFC, in partnership with the Multnomah County Policy Panel on Early Childhood Trauma, will establish an intergovernmental agreement in collaboration with philanthropic groups. The CCFC is working in partnership with the Northwest Early Childhood Institute and the Children's Relief Nursery.

---

## ATTACHMENT A

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### Grant Application/Notice of Intent

---

If the request is a Grant Application or Notice of Intent, please answer all of the following in detail:

- **Who is the granting agency?**  
The Oregon Community Foundation.
- **Specify grant (matching, reporting and other) requirements and goals.**  
No match is required for this grant. Grantees are required to provide evaluation reports on funds received.
- **Explain grant funding detail – is this a one time only or long term commitment?**  
If awarded, the grant will fund the program for one year.
- **What are the estimated filing timelines?**  
Grant applications are due February 1, 2009.
- **If a grant, what period does the grant cover?**  
This is a one-year grant that would begin in June.
- **When the grant expires, what are funding plans?**  
Public and private funding sources are being researched.
- **How will the county indirect, central finance and human resources and departmental overhead costs be covered?**  
Indirect costs can be covered with existing resources.

---

## ATTACHMENT B

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### Required Signatures

---

Elected Official or  
Department/  
Agency Director:

*Wendy Lebow*

---

Date: 02/10/09

---

Budget Analyst:

*[Signature]*

---

Date: 02/11/09

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# MULTNOMAH COUNTY

## AGENDA PLACEMENT REQUEST (short form)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-8  
Est. Start Time: 10:15 AM  
Date Submitted: 02/09/09

**Agenda Title:** Appointment of Bruce Whiting to the HOUSING AND COMMUNITY DEVELOPMENT COMMISSION

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title.*

Requested Meeting Date: February 19, 2009 Amount of Time Needed: 5 minutes  
Department: Non-Departmental Division: Chair's Office  
Contact(s): Tara Bowen-Biggs  
Phone: (503) 988-3308 Ext. 83953 I/O Address: 503/600  
Presenter(s): Mary Li

### General Information

**1. What action are you requesting from the Board?**

Request board approval of appointment of Bruce Whiting to the Housing and Community Development Commission.

**2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**

The Housing and Community Development Commission (HCDC) is designated as the primary public forum for policy development, resource coordination and civic leadership to address the County's affordable housing problems. HCDC also provides coordination among the diverse public agencies that implement housing programs and serves as a centralized liaison between those agencies and the jurisdictions on issues regarding housing policy, goals, programs and related allocation of public funds. There are 15 members on the HCDC: 9 are appointed by the City of Portland; 3 are appointed by the City of Gresham; 3 are appointed by the Multnomah County Chair with approval of the board of county Commissioners. Membership represents a balanced citizen-based perspective embracing a high level of knowledge of and expertise in housing development, finance, management,

social services, community affairs and consumer interests. Appointments are for 3-year terms.

**3. Explain the fiscal impact (current year and ongoing).**

No fiscal impact

**4. Explain any legal and/or policy issues involved.**

No legal and/or policy issues involved.

**5. Explain any citizen and/or other government participation that has or will take place.**

N/A

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**Required Signature**

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Elected Official or  
Department/  
Agency Director:



Date: 02/09/2009



# MULTNOMAH COUNTY

## AGENDA PLACEMENT REQUEST (revised 09/22/08)

### Board Clerk Use Only

Meeting Date: 02/19/09  
Agenda Item #: R-9  
Est. Start Time: 10:20 AM  
Date Submitted: 02/11/09

**Agenda Title:** RESOLUTION Approving the Recommendation of the Policy Advisory Group Regarding the Locally Preferred Alternative for the Sellwood Bridge Project

*Note: If Ordinance, Resolution, Order or Proclamation, provide exact title. For all other submissions, provide a clearly written title sufficient to describe the action requested.*

Requested Meeting Date: February 19, 2009 Amount of Time Needed: 60 minutes  
Department: Community Services Division: Land Use and Transportation  
Contact(s): Ian Cannon  
Phone: 503-988-3757 Ext. 223 I/O Address: 446/1  
Presenter(s): Ian Cannon, Manager, Bridge Services

### General Information

**1. What action are you requesting from the Board?**

Approval of the Locally Preferred Alternative (LPA) that was recommended by the Sellwood Bridge Project's Policy Advisory Group. See attached document.

**2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.**

The County-owned Sellwood Bridge has deteriorated badly after 85 years of service. A landslide at the west end has caused its footings to settle. The deck is cracking under the weight of modern bus and truck loads. In 2005 the weight limit was lowered to 10 tons maximum; TriMet buses and most trucks were excluded from using the bridge. Approximately 30,000 vehicles per day cross the narrow two-lane bridge.

Multnomah County adopted a public planning process on June 1, 2006 to determine what should be done. This included a decision-making structure and two stakeholder groups: the Community Task Force (CTF) and the Policy Advisory Group (PAG). The Community Task Force had 20 members representing a broad range of stakeholder interests; users, neighborhoods, business groups, civic groups, and environmental groups. The CTF met at least once per month and followed a structured process for defining objectives, developing alternatives, and investigating the benefits and impacts of the alternatives. The Policy Advisory Group consisted of elected and appointed officials from all jurisdictions affected by the project. They met at six key decision-points along the way and provided important input into the process at each point.

The planning process also complied with the National Environmental Policy Act; a draft Environmental Impact Statement was produced, approved by the Federal Highway Administration

(FHWA) and reviewed by the public.

After 2½ years the County has come to the end of the decision-making process. On January 19, 2009 the Community Task Force reached consensus and made its recommendation to the Policy Advisory Group on January 26, 2009. At its February 6, 2009 meeting, the Policy Advisory Group considered the recommendation and voted unanimously in favor of a Locally Preferred Alternative. The results are the Policy Advisory Group LPA Decision (attached).

In concert with Multnomah County approving the LPA, the City of Portland Council and Metro Council are also being asked to support the LPA. After that the County will complete the Final Environmental Impact Statement for approval by FHWA. Once that Record of Decision is made, the County can begin the final design and construction of the new bridge.

**3. Explain the fiscal impact (current year and ongoing).**

There is no immediate financial impact of this resolution. However, as part of the project, it is expected that the County will have to raise funds for construction.

**4. Explain any legal and/or policy issues involved.**

While the Locally Preferred Alternative has been approved in principal by all affected jurisdictions, specific details will have to be negotiated to obtain regulatory permits. During the next 9 months, while the Final Environmental Impact Statement is crafted, the County will refine the design in coordination with appropriate jurisdictions. The Locally Preferred Alternative design may adopt conditions and modifications as necessary to satisfy government regulations.

The Locally Preferred Alternative design is consistent with the City of Portland's Tacoma Main Street Plan and other City policies and plans.

The Locally Preferred Alternative design concept is expected to impact five existing residential condominiums causing displacement of the residents and removal of the units. When the FHWA approval occurs, the County will enter into negotiations to purchase the required right-of-way.

**5. Explain any citizen and/or other government participation that has or will take place.**

The County conducted 33 public meetings to solicit public concerns before starting the Decision-Making Process. All 25 CTF meetings were open to the public and had public comment periods. At all 6 major decision-points, a public open house was held and a web-based survey was taken. PAG meetings were open to the public and public comment. The Draft Environmental Impact Statement was distributed to all who requested a copy. There was a 45-day public comment period when public comments were solicited, and a public hearing was held to allow the public to speak directly to their elected representatives about their concerns with the process, the alternatives and the impacts.

In all, over 5,000 citizens participated in the public process. The consensus that is reflected in the Locally Preferred Alternative is truly a community-backed initiative.

---

**Required Signature**

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Elected Official or  
Department/  
Agency Director:



Date: 02-11-09

---



## Policy Advisory Group LPA Decision

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At their meeting on Friday, February 6, 2009, the Policy Advisory Group voted unanimously to endorse the following Locally Preferred Alternative (LPA) for the Sellwood Bridge Project with conditions:

1. Approval of bridge replacement rather than rehabilitation of the existing bridge;
2. Approval of alignment "D" (existing bridge alignment, widened to the south);
3. Approval of a pedestrian actuated signal at the SE Tacoma Street/SE 6th Avenue intersection at the east end of the bridge;
4. Approval of a grade-separated and signalized interchange at the intersection with Oregon 43 (Macadam Avenue) on the west end of the bridge;
5. Approval of a bridge cross-section of 64 feet or less at its narrowest point.

The Policy Advisory Group further directs their staff and the Multnomah County staff to refine the LPA design in accordance with the following conditions:

- Strive to reduce total project cost;
- Consider project phases as constrained by funding availability;
- Explore options for reducing the cost of the west side interchange;
- Either maintain or improve upon the "2035 no-build" traffic operational level-of-service;
- Design the bridge as narrow as possible while maintaining two vehicular travel lanes, bike lane/shoulders, and sidewalks;
- Produce a design consistent with the adopted *Tacoma Main Street Plan*;
- Design the bridge to accommodate streetcar use;
- Minimize impacts to affected property owners;
- Strive to use sustainable construction materials and practices.

Amendment to page 3 of Resolution:

Add: (italics/bold)

Consider project phases as constrained by funding availability, ***recognizing that the established purpose of the project is "To rehabilitate or replace the Sellwood Bridge within its existing east-west corridor to provide a structurally safe bridge and connections that accommodate multi-modal mobility needs."***

Explore options for reducing the cost of the west side interchange ***without making traffic conditions worse than the no-build alternative in the DEIS.***

Delete:

Either maintain or improve upon the 2035 no-build traffic operational level-of-service.

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

**RESOLUTION NO. \_\_\_\_\_**

Approving the Recommendation of the Policy Advisory Group Regarding the Locally Preferred Alternative for the Sellwood Bridge Project

**The Multnomah County Board of Commissioners Finds:**

- a. Multnomah County owns and maintains the Sellwood Bridge in the City of Portland which is nearing the end of its service life and in the long-term requires either major rehabilitation or replacement.
- b. The County secured federal funding for the public planning and decision-making process which included development of an environmental impact statement in compliance with federal regulations of the National Environmental Policy Act. Additionally, the Oregon Department of Transportation provided \$1.5 million in matching funds toward this effort.
- c. In June 2006, the Board convened a Policy Advisory Group (PAG) made up of elected and appointed representatives of jurisdictions with an interest in the Sellwood Bridge. Current PAG representatives are:  
  
Ted Wheeler, Chair of Multnomah County Board of Commissioners  
Deborah Kafoury, Multnomah County Commissioner-District 1  
Sam Adams, Mayor, City of Portland  
Robert Liberty, Metro Councilor  
Jason Tell, Director, Oregon Department of Transportation Region 1  
Phillip Ditzler, Director, Federal Highway Administration, Oregon District  
Lynn Peterson, Chair of Clackamas County Board of County Commissioners;  
Greg Chaimov, City of Milwaukie Councilor  
Fred Hanson, Director, TriMet  
Carolyn Tomei, Member of Oregon House of Representatives
- d. By Resolution 06-084, the Board appointed a Community Task Force (CTF) of 20 citizens representing different points of view and interests to assist in the decision-making process by selecting and recommending a locally preferred alternative (LPA) to the PAG.
- e. The PAG was formed to review the recommendations of the CTF and make their own recommendation to the Board. The final recommendation approved by the Board will be considered by the Federal Highway Administration which has final authority in the matter of the locally preferred alternative.
- f. The CTF beginning in June, 2006, analyzed the problems of the Sellwood Bridge project and the potential impacts of all proposed solutions and reached consensus on January 19, 2009.
- g. The PAG met periodically between June 2006 and February 2009, and voted at five milestones to approve intermediate recommendations that led directly to the development of a locally preferred alternative.
- h. The PAG considered the recommendations of the CTF and formed its own recommendation with conditions on February 6, 2009.

**The Multnomah County Board of Commissioners Resolves:**

1. The recommendation and decision of the Policy Advisory Group is accepted with gratitude.
2. The leadership of Chair Ted Wheeler is commended and his work is greatly appreciated by the Board.
3. The work of the Community Task Force and the Policy Advisory Group is appreciated. The Board thanks them for their many hours of service to provide for improved safety and transportation on behalf of the public.
4. The Board approves the attached Policy Advisory Group LPA Decision with conditions adopted on February 6, 2009.
5. The County will continue its participation with other jurisdictions with respect to the LPA and directs its staff to continue its work as outlined in the Policy Advisory Group LPA Decision.

ADOPTED this 19th day of February 2009.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

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Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_  
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:  
Commissioner Deborah Kafoury, District 1



## Policy Advisory Group LPA Decision

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At their meeting on Friday, February 6, 2009, the Policy Advisory Group voted unanimously to endorse the following Locally Preferred Alternative (LPA) for the Sellwood Bridge Project with conditions:

1. Approval of bridge replacement rather than rehabilitation of the existing bridge;
2. Approval of alignment "D" (existing bridge alignment, widened to the south);
3. Approval of a pedestrian actuated signal at the SE Tacoma Street/SE 6th Avenue intersection at the east end of the bridge;
4. Approval of a grade-separated and signalized interchange at the intersection with Oregon 43 (Macadam Avenue) on the west end of the bridge;
5. Approval of a bridge cross-section of 64 feet or less at its narrowest point.

The Policy Advisory Group further directs their staff and the Multnomah County staff to refine the LPA design in accordance with the following conditions:

- Strive to reduce total project cost;
- Consider project phases as constrained by funding availability; ~
- Explore options for reducing the cost of the west side interchange; ~
- ✕ Either maintain or improve upon the "2035 no-build" traffic operational level-of-service;
- Design the bridge as narrow as possible while maintaining two vehicular travel lanes, bike lane/shoulders, and sidewalks;
- Produce a design consistent with the adopted *Tacoma Main Street Plan*;
- Design the bridge to accommodate streetcar use;
- Minimize impacts to affected property owners;
- Strive to use sustainable construction materials and practices.

**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: 2-19-09

SUBJECT: SELLWOOD BRIDGE

AGENDA NUMBER OR TOPIC: R9

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

NAME: TERRY PARKER

ADDRESS: P.O. BOX 13503

CITY/STATE/ZIP: PORTLAND OR 97213

PHONE: \_\_\_\_\_ DAYS: 503 284-8742 EVES: 503 284-8742

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

SPECIFIC ISSUE: FUTURE GROWTH & FUNDING

WRITTEN TESTIMONY: TO BE HANDLED OUT

**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.

**February 19, 2009 - To the Multnomah County Commissioners**

**Comments on funding the replacement Sellwood Bridge by Terry Parker,  
P.O. Box 13503, Portland, OR 97213-0503**

Proportionality was a word that was thrown around at the Sellwood Bridge Task Force public hearing. However proportionality seems out of whack when the unknown and unpredictable needs of future growth have been left out of the equation. Today, an average of about 30,000 cars and trucks use the bridge on a daily basis. Even with the wildest projections, the numbers of bicyclists and pedestrians added together using the a new bridge in 2030 only add up to about one-fourth the number of motor vehicles that currently use the bridge today. With the action on the table, the deck surface for motor vehicles is being rationed while the deck space for bicycles and pedestrians is unnecessarily super-sized. In other words, one obsolete two-lane bridge is being replaced with another obsolete two-lane bridge that has some expensive social engineering added.

With only about 50% of the deck surface allocated to motor vehicles, and where as the cost of the Westside interchange must be significantly increased to accommodate bicycle and pedestrian safety, any local funding package **MUST** reflect that same kind of proportionality. Motor vehicle taxes and fees, including local motor vehicle taxes and fees, **MUST NOT** be used to fund more than 50% of the local dollars paid out for the project.

Moreover, bicyclists, through some type of a direct bicycle tax, **MUST** accept the responsibility and be required to pay proportionally the same percentage of local dollars towards the project as the percentage of deck surface allocated for bicycle travel. If there is any merit to complaints from bicyclists that suggest they should not be required to pay a proportional amount for bridge piers and superstructure that can accommodate vehicles heavier than bicycles, then too the same must apply to the owners of cars and light trucks when it comes to paying for bridge piers and superstructure that can accommodate heavy trucks and transit busses. Even though the suggestion of increasing congestion on the bridge with a slow moving streetcar is totally ludicrous, transit passengers, through a farebox increase, **MUST** also accept some of the funding responsibility and be required to pay a proportionality share of the project costs.

As for the massive wider than necessary super-sized sidewalks, the majority of pedestrians who will use them and receive the benefit will undoubtedly be from the Sellwood Neighborhood. Therefore and again based on the amount of deck surface allocated for sidewalks, along with the other pedestrian amenities in the project, a proportional amount of any local funding **MUST** come from typical sidewalk funding sources, not from motor vehicle taxes and fees. This can be accomplished by establishing a Local Improvement District (a LID) that encompasses both the Sellwood Neighborhood and the bridge impact area on the Westside. Taken into perspective, establishing a LID is the same type of funding mechanism proposed by the City of Portland to fund new sidewalks and other pedestrian amenities in Southwest Portland.

In closing, unless some sugar daddy like the Federal Government comes in and covers the entire costs of the project, establishing a funding mechanism for local dollars based on the percentage of deck space allocated for the users of each transport mode is the only just, fair and equitable way to divvy up the local costs for this project.

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

**RESOLUTION NO. 09-022**

Approving the Recommendation of the Policy Advisory Group Regarding the Locally Preferred Alternative for the Sellwood Bridge Project

**The Multnomah County Board of Commissioners Finds:**

- a. Multnomah County owns and maintains the Sellwood Bridge in the City of Portland which is nearing the end of its service life and in the long-term requires either major rehabilitation or replacement.
- b. The County secured federal funding for the public planning and decision-making process which included development of an environmental impact statement in compliance with federal regulations of the National Environmental Policy Act. Additionally, the Oregon Department of Transportation provided \$1.5 million in matching funds toward this effort.
- c. In June 2006, the Board convened a Policy Advisory Group (PAG) made up of elected and appointed representatives of jurisdictions with an interest in the Sellwood Bridge. Current PAG representatives are:  
  
Ted Wheeler, Chair of Multnomah County Board of Commissioners  
Deborah Kafoury, Multnomah County Commissioner-District 1  
Sam Adams, Mayor, City of Portland  
Robert Liberty, Metro Councilor  
Jason Tell, Director, Oregon Department of Transportation Region 1  
Phillip Ditzler, Director, Federal Highway Administration, Oregon District  
Lynn Peterson, Chair of Clackamas County Board of County Commissioners;  
Greg Chaimov, City of Milwaukie Councilor  
Fred Hanson, Director, TriMet  
Carolyn Tomei, Member of Oregon House of Representatives
- d. By Resolution 06-084, the Board appointed a Community Task Force (CTF) of 20 citizens representing different points of view and interests to assist in the decision-making process by selecting and recommending a locally preferred alternative (LPA) to the PAG.
- e. The PAG was formed to review the recommendations of the CTF and make their own recommendation to the Board. The final recommendation approved by the Board will be considered by the Federal Highway Administration which has final authority in the matter of the locally preferred alternative.
- f. The CTF beginning in June, 2006, analyzed the problems of the Sellwood Bridge project and the potential impacts of all proposed solutions and reached consensus on January 19, 2009.
- g. The PAG met periodically between June 2006 and February 2009, and voted at five milestones to approve intermediate recommendations that led directly to the development of a locally preferred alternative.
- h. The PAG considered the recommendations of the CTF and formed its own recommendation with conditions on February 6, 2009.

**The Multnomah County Board of Commissioners Resolves:**

1. The recommendation and decision of the Policy Advisory Group is accepted with gratitude.
2. The leadership of Chair Ted Wheeler is commended and his work is greatly appreciated by the Board.
3. The work of the Community Task Force and the Policy Advisory Group is appreciated. The Board thanks them for their many hours of service to provide for improved safety and transportation on behalf of the public.
4. The Board approves the attached Policy Advisory Group LPA Decision with conditions adopted on February 6, 2009.
5. The County will continue its participation with other jurisdictions with respect to the LPA and directs its staff to continue its work as outlined in the Policy Advisory Group LPA Decision.

ADOPTED this 19th day of February 2009.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By 

Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:

Commissioner Deborah Kafoury, District 1



## Policy Advisory Group LPA Decision

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4. Approval of a grade-separated and signalized interchange at the intersection with Oregon 43 (Macadam Avenue) on the west end of the bridge;
5. Approval of a bridge cross-section of 64 feet or less at its narrowest point.

The Policy Advisory Group further directs their staff and the Multnomah County staff to refine the LPA design in accordance with the following conditions:

- Strive to reduce total project cost;
- Consider project phases as constrained by funding availability; recognizing that the established purpose of the project is "To rehabilitate or replace the Sellwood Bridge within its existing east-west corridor to provide a structurally safe bridge and connections that accommodate multi-modal mobility needs."
- Explore options for reducing the cost of the west side interchange without making traffic conditions worse than the no-build alternative in the DEIS.
- Design the bridge as narrow as possible while maintaining two vehicular travel lanes, bike lane/shoulders, and sidewalks;
- Produce a design consistent with the adopted *Tacoma Main Street Plan*;
- Design the bridge to accommodate streetcar use;
- Minimize impacts to affected property owners;
- Strive to use sustainable construction materials and practices.