

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.

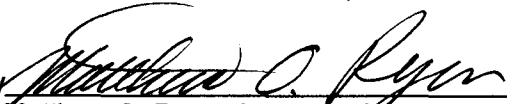


BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

  
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

---

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; 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.