BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE RECOMMENDED SOUTH WILLAMETTE RIVER CROSSING OPTIONS FOR FURTHER EVALUATION AS CONTAINED WITHIN THE SCREENING RESULTS AND RECOMMENDATIONS REPORT, APRIL 1997	RESOLUTION NO. 97-2528A Introduced by Presiding Officer Kvistad, JPACT Chair

WHEREAS, The Southeast Corridor Study analyzed the forecasted east-west traffic growth over the next 20 years and recommended a transportation improvement program for the area; and

WHEREAS, The Southeast Corridor Study included an area bounded by McLoughlin Boulevard to the west, I-205 to the east, Powell Boulevard to the north and Highway 224 to the south; and

WHEREAS, In addition to improvements to facilitate traffic movements on east-west streets, the Southeast Corridor Study (adopted by Resolution No. 89-1108) identified the need for a second phase of the study to address the issue of travel constraints across the Willamette River and examine the need for new bridge capacity across it; and

WHEREAS, Metro began Phase II of the Southeast Corridor Study, renamed the South Willamette River Crossing Study, in 1994 following adoption of the preferred 2040 Growth Concept; and

WHEREAS, The purpose of the study is to identify and prioritize multi-modal crossing improvement strategies in the South Willamette River corridor between the Marquam and I-205 bridges for inclusion in the *Regional Transportation Plan*; and

WHEREAS, The study process involved technical and senior management staff from jurisdictions in the corridor in a Technical Advisory Committee and Project Management Group; and

WHEREAS, Metro established a public involvement program that involved community, business and environmental organizations potentially affected by the crossing improvements, public workshops and newsletters; and

WHEREAS, At workshops held at the beginning of this study, the public identified over 20 crossing options for consideration in this study; and

WHEREAS, Staff included options that met the study intent, were multi-modal, avoided impacts to public parks and avoided displacement of a cemetery and historic sites to create a list of 14 options for inclusion in a screening process; and

WHEREAS, The screening process considered the potential for the options to meet travel demand in the corridor while minimizing environmental impacts; and

WHEREAS, The *Screening Results and Recommendations Report*, April 1997, describes these options and recommends seven for further evaluation; and

WHEREAS, Further evaluation in this study will consider the effects of the crossing improvements on arterial streets leading to the crossing, changes in travel patterns and trip lengths, potential to support land use goals and other policies, environmental impacts, cost and financing feasibility; and

WHEREAS, Further evaluation of crossing options will be subject to public review; now, therefore,

BE IT RESOLVED:

1. That the Metro Council recognizes the crossing problems in the corridor and the need, as identified in the Southeast Corridor Study, to develop crossing improvement strategies for inclusion in the *Regional Transportation Plan*.

2. That the South Willamette River Crossing Study evaluate the options as recommended in the *Screening Results and Recommendations Report*, as shown on Exhibit A, including a sensitivity test of an additional I-205 southbound lane west of the I-205 Bridge, as requested by the Project Management Group.

3. That the evaluation identify opportunities to develop regional centers, town centers and other 2040 Growth Concept elements and to support local plans and policies.

4. That the evaluation of these options and option combinations identify traffic impacts on arterial, collector and neighborhood streets leading to the crossing, changes in travel patterns and trip lengths, environmental impacts, cost and financing feasibility.

5. That the evaluation examine alternative uses and investment opportunities for the existing Sellwood Bridge.

6. That the evaluation consider options to manage demand and reduce the need for roadway capacity expansion including commuter rail.

7. That the South Willamette River Crossing study continue to seek public review at key milestones.

ADOPTED by the Metro Council on this 7th day of August 1997.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, Legal Counsel

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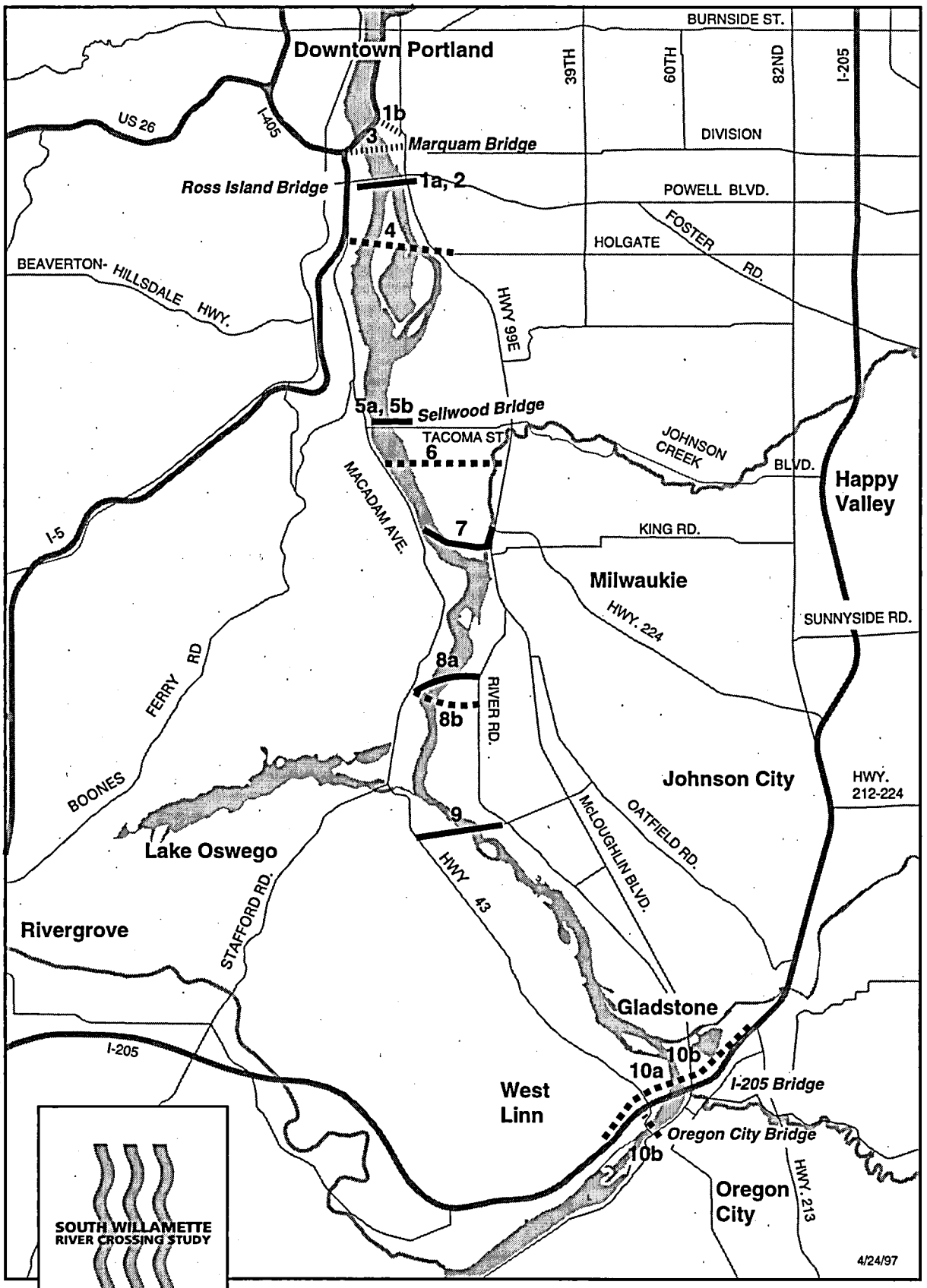


Figure E-4
Screening recommendations

- Multi-modal river crossings recommended for further study
- Multi-modal river crossings set aside from further study
- Set aside until evaluation of Option 1-a and Option 2 is complete

ATTACHMENT 1

South Willamette River Crossing Study

Screening Results and Recommendations

Executive Summary

April 1997

Prepared for the Project Management Group
Prepared by Metro Transportation Planning

Executive Summary

Introduction

The intent of the South Willamette River Crossing Study is to identify and prioritize crossing improvements over the next 20 years for the Willamette River Corridor between the Marquam and the I-205 bridges. The map identified on Figure E-1 shows the study area and its regional context. Improvements could include the replacement, removal or rehabilitation of the Sellwood Bridge, improvements to other crossings or construction of new crossings for vehicular, bicycle and pedestrian use. The study will recommend projects for inclusion in the Regional Transportation Plan (RTP) and for consideration in an environmental impact statement (EIS).

Metro is leading the study effort in conjunction with ODOT, Tri-Met, Multnomah and Clackamas counties and the cities of Portland, Milwaukie, Gladstone, Oregon City, West Linn and Lake Oswego. Staff from each of these jurisdictions and agencies participate on a Technical Advisory Committee (TAC), while senior staff from each jurisdiction form a Project Management Group (PMG) for the study. The PMG will review TAC recommendations and forward them to Metro's Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council for action. The study is scheduled to be completed by the end of 1997.

The South Willamette River Crossing Study involves three successive steps to narrow options for consideration in an EIS.

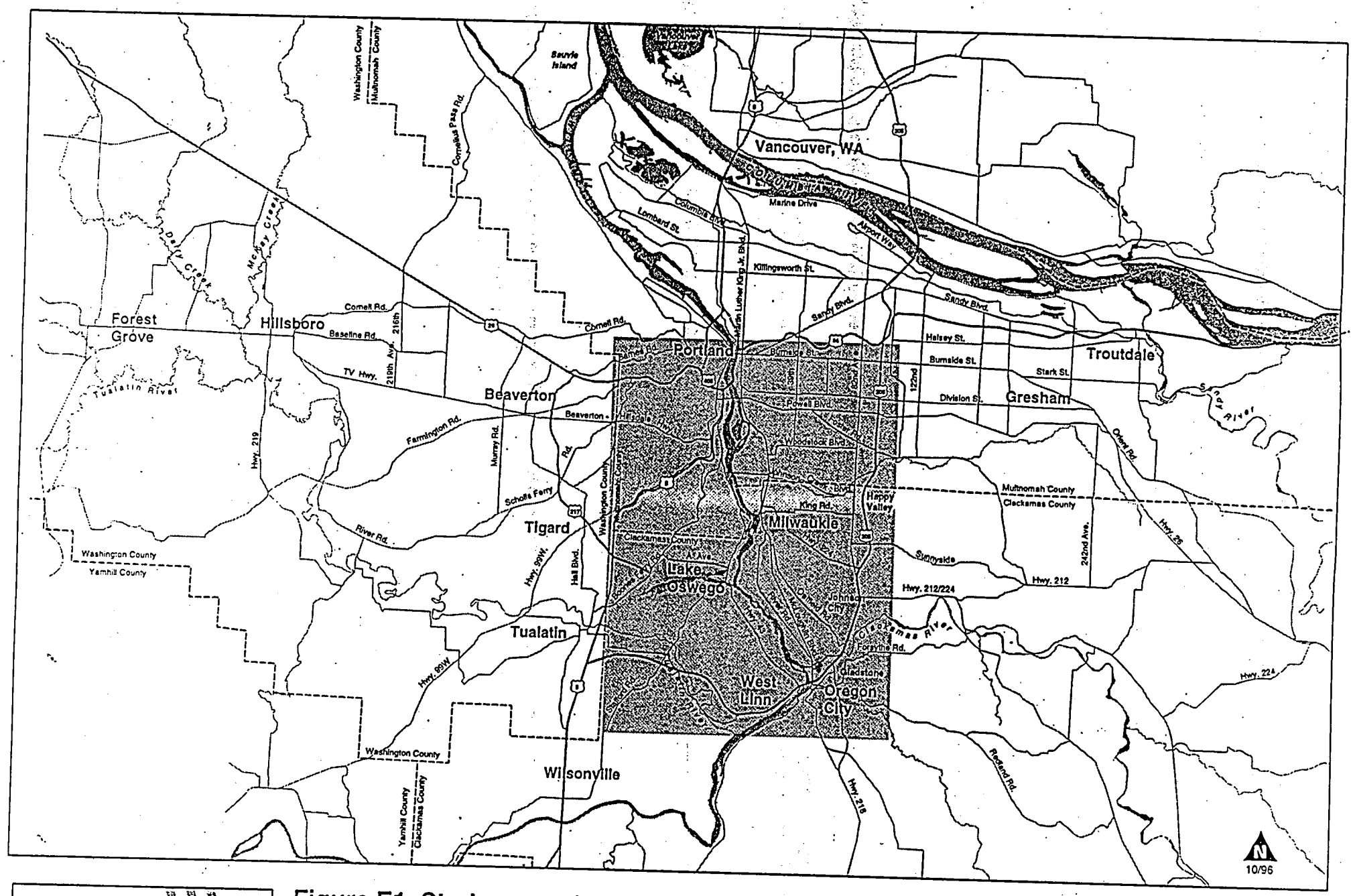
1. The first step initially defines the crossing options for consideration in this study.

2. The second step screens the options to a limited number for further evaluation by assessing how the options meet travel demand and the potential impacts to public parks and threatened species.

3. The third step evaluates the options using travel demand forecasts and conceptual designs for the options.

By increasing the level of analysis for each screening, the study reserves the more intensive efforts for the crossing options with the greatest potential.

The first step was completed and approved by the PMG in 1995. Public and staff identified potential crossing options in a series of meetings and workshops in 1994. Staff selected 12 options for inclusion in the study that met a set of minimum criteria. For inclusion, the options



SOUTH WILLAMETTE RIVER CROSSING STUDY

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Figure E1 Study area within regional context

Study area

County lines

had to be multi-modal, avoid impact to public parks and major geographic constraints or major institutional displacement. Staff later clarified option definitions and expanded the list to 14.

This executive summary presents the results of the screening and recommends options for the evaluation step. It includes a description of the purpose and need for the study, presents the recommendations and briefly summarizes the screening methodology and key findings.

Study Purpose and Need

Although congestion occurs throughout the corridor, the study focuses on transportation problems at the river crossings. Previously adopted policies, most recently documented in South/North Transit Corridor Study, give priority to major transit investments to meet growth in travel demand instead of in highway capacity expansion. This study assumes that the South/North Light Rail will be constructed within the next 20 years to help meet travel demand through the corridor.

The following describes the transportation problems and policies that support the need for this study.

Crossing Demand

Within the corridor, four vehicular bridges (the Ross Island, Sellwood, I-205 and Oregon City) and one rail bridge cross the river. All vehicular bridges and their approaches experience congestion during peak periods. Despite efforts adopted in the 2040 Growth Concept to create a jobs/housing balance, manage travel demand and reduce vehicular traffic, traffic projections forecast increased congestion on the bridges and bridge approaches during the next 20 years.

Metro's travel forecasts project that increases in travel demand will occur throughout the region, increasing demand for river crossings and travel in the corridor. Within the study area, PM peak hour trips in two developing areas, near the west end of the Ross Island Bridge and in the Milwaukie and Highway 224 corridor, will increase by more than 50 percent.

For bicyclists and pedestrians, fewer crossing options are available. Regulations prohibit bicyclists from the I-205 Bridge and require bicyclists to walk their bikes in the sidewalk area on the Sellwood, Ross Island and Oregon City bridges. The expansion of bicycle facilities on either side of the river and the adopted policy support for bicycle use have increased interest in improving bicycle and pedestrian crossing conditions.

Sellwood Bridge Conditions

Because it is approaching the end of its planned life span, the Sellwood Bridge presents the most immediate crossing problem in the study area. The bridge has two 12-foot travel lanes and one 4'3" wide sidewalk. The more than 3,000 vehicle trips on the bridge during the PM peak hour in 1997 cause congestion and delay on the bridge and its approaches, Highway 43 and Tacoma

Street. Due to the traffic volumes, narrow lanes and substandard bicycle and pedestrian facilities, engineers consider the bridge to be functionally obsolete.

Multnomah County, as the bridge owner, is responsible for maintaining the structural integrity of the bridge and meeting seismic standards. The county's current capital improvement program identifies a need of approximately $10 million for bridge maintenance. To extend the life of the bridge, the county imposed weight limits that restrict truck use in 1985. The county would need additional funds to complete bridge upgrades necessary to remove the truck restrictions on use of the bridge.

Although located within the City of Portland, the Sellwood Bridge is used for trips to and from Clackamas County, Portland and Washington County. Because of the limited number of crossings, the average trip length for the bridge is longer than an average trip. Plans to replace or improve the bridge need to take into consideration these travel demands and support land-use goals adopted in the 2040 Growth Concept.

Other bridges in the corridor do not have available capacity to serve travel demand currently using the Sellwood Bridge. Unacceptable congestion during the PM peak hour (level of service E and F) occur now throughout the corridor, sometimes in both directions. The Sellwood and Ross Island bridges and their approaches experience more congestion than the I-205 or Oregon City bridges. During the PM peak hour, the west end of the Ross Island Bridge is one of the more congested locations due to connections to Highway 43 and I-5 and other bridge approach limitations.

Other Considerations

The study needs to consider other federal, state and regional policies in the evaluation of options. Although the environmental impact statement for the recommended project will evaluate environmental issues, sensitive environmental areas in the corridor need to be considered in this stage of the study as well. Crossing improvements need to minimize impacts to the natural and the built environment along the river.

Measures to manage or reduce demand need to be considered. Local, state and federal policies require use of congestion management strategies to reduce vehicle miles traveled through the corridor before expanding capacity.

Even at preliminary stages, potential for funding needs to be considered. Crossing improvements will require combinations of federal, state or local funding. The feasibility of tolls and private partnerships as funding sources needs to be addressed.

Goal and Objective Summary

Based on the study purpose and need, the recommended river crossing improvements for the South Willamette River Corridor should:

- accommodate multi-modal river crossing travel demand
- support adopted regional land-use and transportation plans
- coordinate with on-going regional planning efforts
- minimize environmental impacts
- be financially feasible.

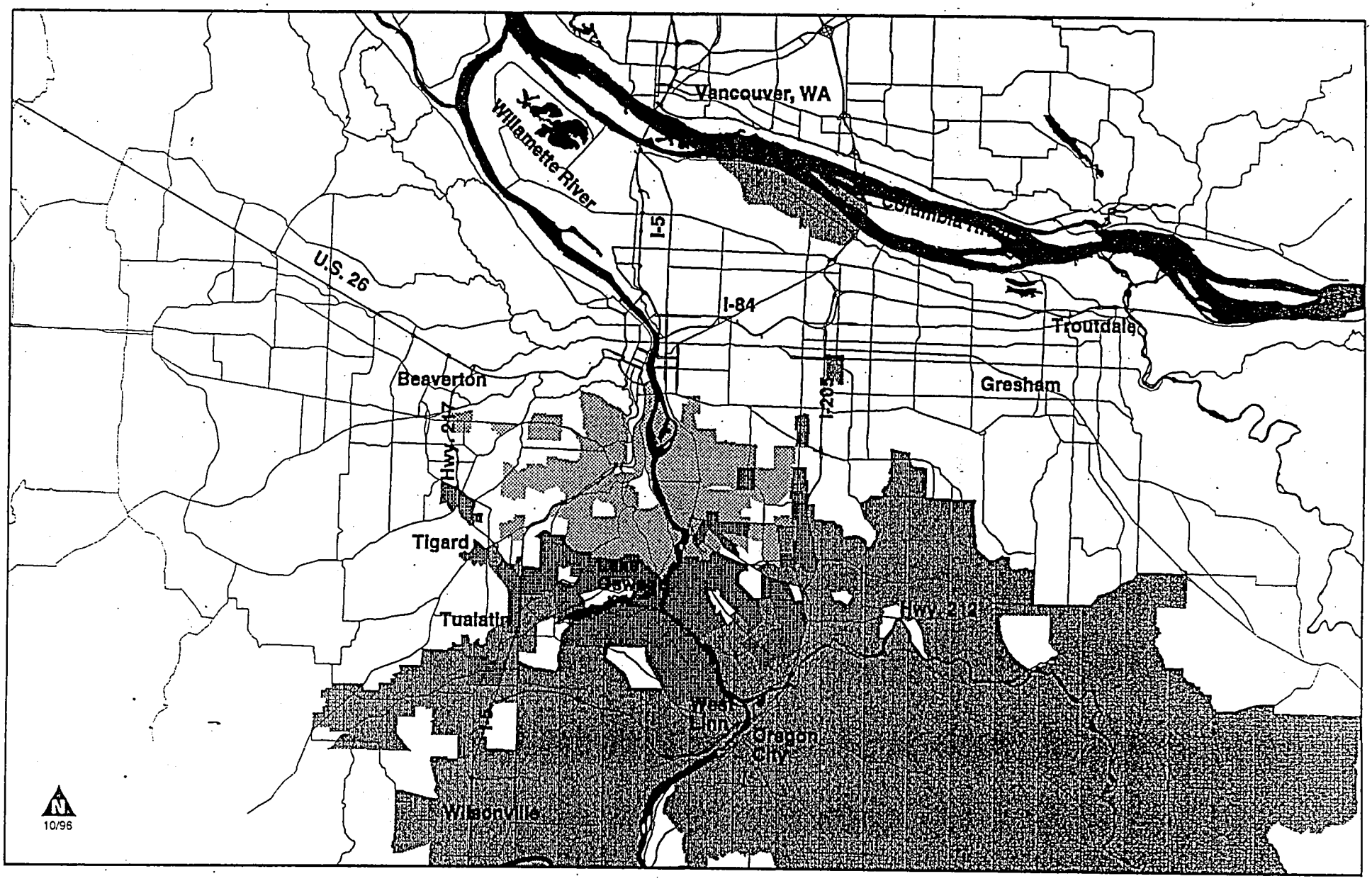
Screening Criteria and Findings

The screening process reviewed available travel demand and environmental information to assess how well the options met all of the study goals and objectives. The travel demand data reflects Metro's forecast of traffic conditions in 2015 and allows analysis of travel origins and destinations for trips using the bridge. Available environmental information included public park, historic site and threatened species locations. The screening used those criteria that revealed the greatest differences between the options based on the available information. These were:

- *Avoid Impacts to Public Parks or Threatened and Endangered Species.* The US Department of Transportation requires an analysis of all prudent and feasible alternatives in an EIS if a project affects a public park, recreation area, wildlife and waterfowl refuge or any significant historic site (CFR 771.135 Section 4(f) 49 U.S.C. 303). This screening evaluated the potential for the options to impact a public park or affect a threatened or endangered species. Potential impacts to parks were determined by considering whether the crossing would cross over a park or need to use park lands for pier locations. Proximity of the crossing to nesting eagles living on Ross Island was considered in determining impact to threatened or endangered species.

- *Accommodates Vehicular Travel Demand by Serving Identified Travel Shed Needs.* The area that uses a bridge is a travel shed. Some areas in the corridor use one bridge almost exclusively while other areas use two or more bridges. Trips from areas that share bridge travel sheds could potentially shift between bridges if one or another bridge were improved to offer faster travel times. To relieve demand on the existing Sellwood Bridge, improvements need to serve this travel shed. According to Metro's traffic model, the travel sheds for the Sellwood and Ross Island bridges overlap, implying that trips using the Ross Island and Sellwood bridges offer the greatest potential to shift use from one bridge to another, depending on the type of improvement. A smaller travel shed overlap between the Sellwood and I-205 bridges indicates lower potential for improvements on I-205 to meet travel demands in the corridor. Figures E-2 and E-3 illustrate the travel shed overlap for I-205 and Sellwood bridges and for the Ross Island and Sellwood bridges.

- *Accommodates Vehicular Travel Demand by Connecting Regional Facilities.* The travel demand forecasts identify a large number of trips within the Sellwood Bridge travel shed that travel between regional facilities. This criterion evaluates how well the crossing options make these connections without creating additional congestion through weave and merge problems. In the northern part of the area, the demand is for connections between Highway 99E and



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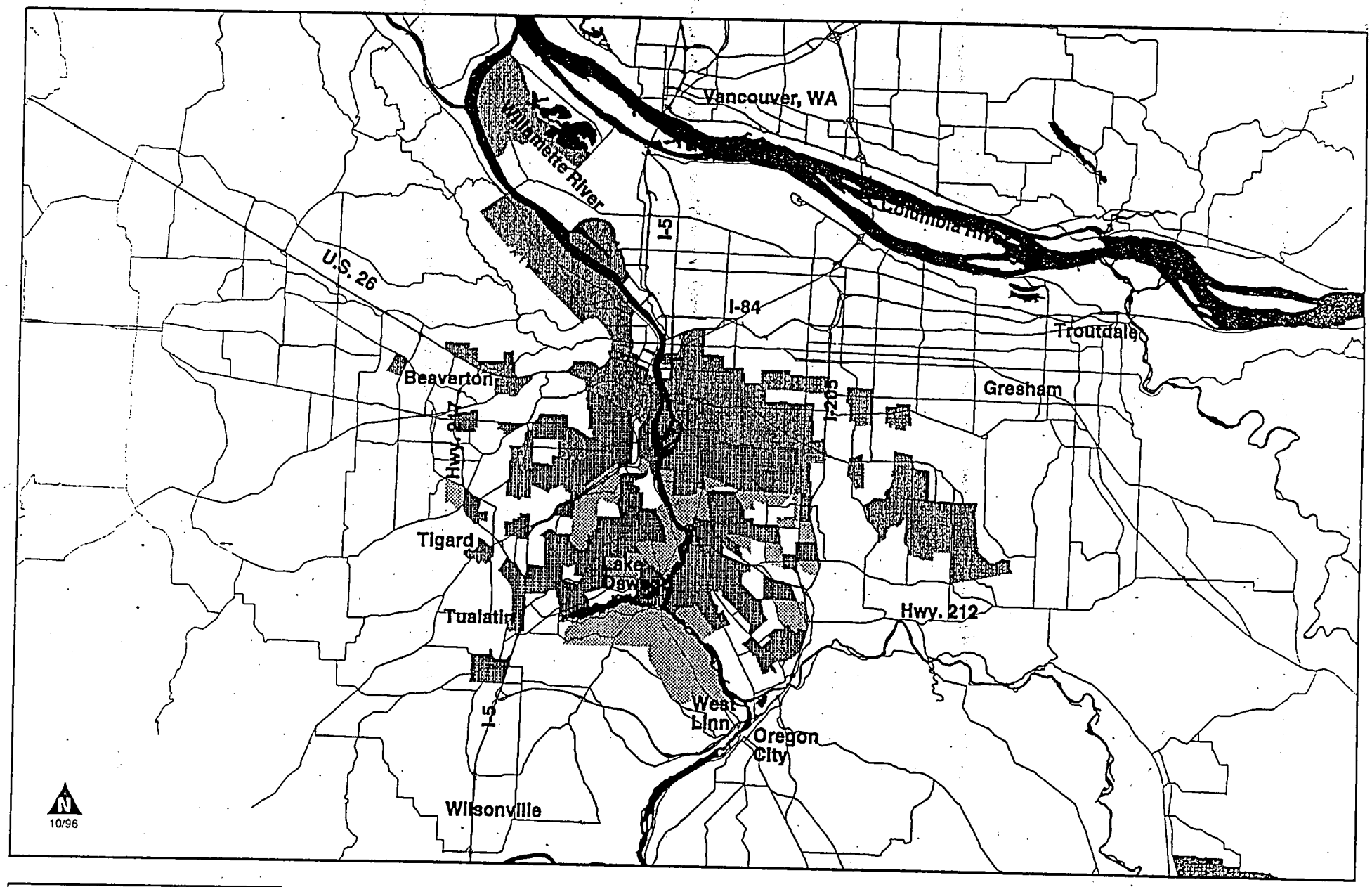
SOUTH WILLAMETTE RIVER CROSSING STUDY

Figure E.2

Sellwood Bridge and I-205 Bridge Travel Sheds

Major arterials and highways
Rivers and Lakes
Sellwood and I-205 Bridges

Sellwood Bridge Travel Shed
I-205 Bridge Travel Shed
Shared Travel Shed



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SOUTH WILLAMETTE RIVER CROSSING STUDY

Figure E.3

Sellwood Bridge and Ross Island Bridge Travel Sheds

Major arterials and highways
Rivers and Lakes
Sellwood and Ross Island Bridges

Sellwood Bridge Travel Shed
Ross Island Bridge Travel Shed
Shared Travel Shed

I-405 and I-5. In the southern part of the area, the demand is for connections between Highway 43 and Highway 99E. Demand extends further east along Highway 224 on the eastside and into Washington County on the westside. Only those options that seem unlikely to make the needed connections fail this criterion. Several options pass though they have the potential to create additional traffic impacts, depending on the design of the option.

All options at this level of analysis have the potential to meet other objectives, such as improving bicycle and pedestrian crossings or supporting land-use goals adopted in the 2040 growth concept. The evaluation step will address these and other goals and objectives by using conceptual designs and traffic forecasts in the analysis of the options. Table E-1 summarizes the findings for the criteria for options included in the screening process.

Table E-1 Evaluation Summary for Second Screening

Crossing Option	Accommodates Vehicular Demand Based on Travel Shed	Accommodates Regional Connections	Avoids Impacts to Parks and Threatened Species
1a. Improve approaches to Ross Island Bridge	Pass	Pass	Pass
1b. Improve approaches to Ross Island Bridge and add new ramps to Marquam Bridge	Pass	Pass	Pass
2. Improve approaches to Ross Island Bridge and new Bridge North of existing Ross Island Bridge	Pass	Pass	Pass
3. New Caruthers Street Bridge south of Marquam Bridge	Pass	Pass	Pass
4. New Bridge Near Holgate	Pass	Fail	Fail
5a. Replace Sellwood Bridge	Pass	Pass	Pass
5b. Replace Sellwood Bridge with four lanes	Pass	Pass	Pass
6. New bridge near Ochoco Street	Pass	Pass	Fail
7. New bridge Between Milwaukie and Riverwood	Pass	Pass	Pass
8a. New bridge north of Railroad Bridge	Pass	Pass	Pass
8b. New bridge south of Railroad Bridge	Pass	Pass	Fail
9. New bridge between Lake Oswego and Oak Grove	Pass	Pass	Pass
10a. New lanes on I-205 and on I-205 Bridge	Fail	Pass	Pass
10b. New lanes on I-205 and on I-205 Bridge with new bridge parallel to the existing Oregon City Bridge.	Fail	Pass	Pass

Recommendations

Of the 14 options included in the screening process, staff recommend seven for further evaluation and recommend setting aside seven from evaluation at this time. Figure E-2 summarize these recommendations. In addition, staff recommend an approach to the evaluation that allows consideration of a range of investment options for the existing Sellwood Bridge, transportation demand management (TDM) options and option combinations for modeling.

Options for Further Evaluation

Staff recommends that the evaluation include the following options:

- Replacement of the Sellwood Bridge as a two-lane bridge with improved west side approach operations (Option 5a) and as a four-lane bridge with improved approach operations (Option 5b). These options would serve the identified travel shed, allow connections between Highway 43 and Highway 99E and could avoid impacts to a public park or threatened species.

- Improvements to existing Ross Island Bridge operations (Option 1a) and new capacity in the vicinity of the Ross Island Bridge (Option 2). These options will test the feasibility of using existing infrastructure with improved connections between Highway 99E and I-405 and new capacity to increase use of the Ross Island Bridge for trips in the corridor.

- Evaluation of three new crossing options in Clackamas County:

  New bridge between Milwaukie and Riverwood with the intent to improve connections between Highway 43 and Highway 99E and Highway 224 (Option 7).

  New bridge in the vicinity of the existing railroad bridge with arterial improvements to connect to River Road and McLoughlin Boulevard (Option 8a).

  New bridge between south Lake Oswego and Oak Grove with arterial connections to Highway 43 and McLoughlin Boulevard (Option 9).

Traffic modeling of these options would test the effect of a new crossing on trip patterns and in serving demand within Clackamas County. About 7 percent of Sellwood Bridge trips travel between Clackamas County on the east and west side of the river. A new crossing somewhere between the Sellwood and I-205 bridges could potentially serve this demand and reduce trip length.

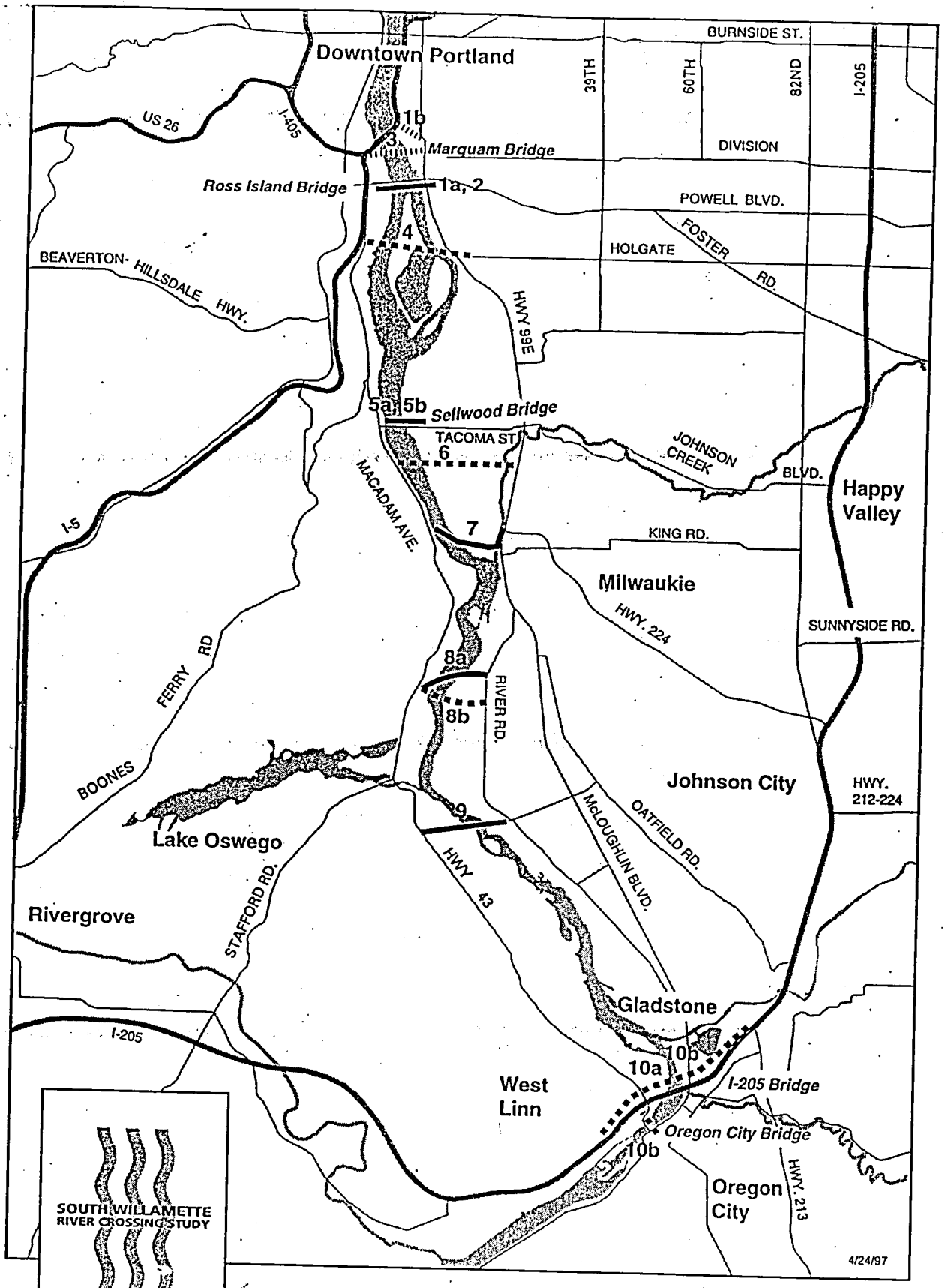

Figure E-4
Screening recommendations

- Multi-modal river crossings recommended for further study
- Multi-modal river crossings *not* recommended for further study
- Set aside until evaluation of Option 1-a and Option 2 is complete

Not Recommended for Evaluation in This Study

Staff recommend setting aside the following options:

- New bridge near Holgate Boulevard (Option 4). This option would cross near the great heron rookery, a sensitive area on Ross Island, and a bald eagle nest, a threatened species. In addition, although this option is within the Sellwood Bridge travel shed, connections to the bridge could create new weave and merge conflicts. Located at I-5 near the Southwest Hood Avenue on-ramp, bridge traffic oriented westbound to I-405 would use Southwest Macadam Avenue, following a somewhat circuitous route. Access to I-5 southbound from the bridge would require new ramp construction or modification of an existing ramp.

- New bridge near Ochoco Street (Option 6). This option would likely impact Marine Powers Park, a linear public park parallel to the river, with location of either the bridge piers or approaches.

- New bridge south of Railroad Bridge (Option 8b). This option would potentially impact River Villa Park on the east side. A design to avoid this park could potentially impact the historic Tryon Socrates House on the west side. The approaches and/or bridge would potentially impact Tryon Creek, a fish-bearing stream that empties into the Willamette River at this location.

- New lanes on I-205 and I-205 bridge with and without the new bridge parallel to the Oregon City Bridge (Options 10a and 10b). Although not recommended for further evaluation in this study, staff recommend considering them in the context of Oregon City, West Linn and I-205 Corridor needs. Travel forecasts indicate that these bridges currently do not serve the same travel shed as the Sellwood Bridge and operate at less congested conditions than the Sellwood Bridge. As a result, improvements to these bridges would not likely accommodate the travel demand in the study area. Improvements to these bridges could address other regional travel patterns or facilitate development in Oregon City and West Linn.

- Options 1b, new ramps to the Marquam Bridge and Option 3, New Caruthers Street Bridge, until the evaluation of Options 1a and 2 is complete. If the evaluation shows that new capacity and improved connections effectively serves crossing demand, other options could be evaluated. Although these two options pass the screening criteria, they pose significant design issues with I-405 and I-5 structures and could create additional traffic impacts due to the changes needed in access to and from I-5, I-405 and other major arterials. Staff recommend first pursuing Options 1a and 2, which modify the existing Ross Island Bridge, before evaluating these options with potentially greater impacts.

Other Recommendations

The following recommends an approach to the evaluation in the next step of this study.

The evaluation needs to include consideration of efforts to reduce demand. In response to regional, state and federal requirements, staff will develop a transportation demand management option and consider the effect of additional efforts on reducing demand in the evaluation.

The Sellwood Bridge presents several investment options for the existing facility as well as for new facilities. Staff recommend developing year 2015 travel forecasts, using Metro's Emme2 model, for option combinations that take into account the existing Sellwood Bridge, a replacement two and four-lane Sellwood Bridge, Sellwood Bridge as a bicycle- and pedestrian-only facility and scenarios without a Sellwood Bridge. Staff will combine these options for the modeling and cost estimates with improvements in the Ross Island Bridge and vicinity and new crossings in Clackamas County. Table E-2 summarizes the proposed modeling option combinations.

Table E-2: Recommended Crossing Option Combinations for Modeling

Sellwood Bridge	No Improvements to Other Crossings w/ TDM	Ross Island Bridge Improvements and New Capacity (Options 1 and 2)	New Clackamas County Crossings w/ TDM (Options 7, 8a and 9)
A. No Sellwood Bridge	X	X	X
B. Sellwood Bridge maintained for continued use as a bicycle-and pedestrian-only facility	X	X	X
C. Sellwood Bridge with needed maintenance for auto use and seismic standards	X	X	X
D. Sellwood Bridge maintained for auto use (C above) with improved bike/ped facilities	X	X	X
E. New 2-lane Sellwood Bridge	X	X	X
F. New 4-lane Sellwood Bridge	X	X	X

Prior to beginning the travel forecasting, staff recommend that the PMG and TAC meet in a workshop format to define the critical assumptions needed for modeling. This will include, for example, assumptions about I-405 connections for the Ross Island Bridge options and for access to River Road for the option in the vicinity of the existing railroad bridge, among others.

Based on the results of the travel demand modeling, staff will recommend options for conceptual designs and cost estimating that serve travel demand needs. Staff will use intergovernmental assistance to complete the conceptual designs and costs estimates.

For those options that have the greatest potential to meet demand and are the most efficient from a design perspective, staff will evaluate the potential for the option to qualify for regional, state or federal funding.

To keep the public informed on this study, staff will summarize the key findings and recommendations presented in the screening step in a newsletter for the South Willamette River Crossing Study mailing list. At the completion of the evaluation step, staff will present results to the PMG, TPAC, JPACT and Metro Council and establish public comment opportunities at workshops and hearings.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 97-2528A FOR THE PURPOSE OF ENDORSING THE RECOMMENDED SOUTH WILLAMETTE RIVER CROSSING OPTIONS FOR FURTHER EVALUATION AS CONTAINED WITHIN THE SCREENING RESULTS AND RECOMMENDATIONS REPORT, APRIL 1997

Date: June 16, 1997 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution endorses the recommended South Willamette River crossing options for further evaluation in the South Willamette River Crossing Study contained within the *Screening Results and Recommendations Report*, April 1997.

This resolution also affirms Metro Council's previously expressed recognition of the river crossing problems in the corridor between the Marquam and I-205 bridges and the need to include a crossing improvement strategy in the *Regional Transportation Plan*.

After reviewing the recommended crossing options, the study Project Management Group (PMG) concluded that the evaluation should include a sensitivity test of an additional southbound lane on I-205 west of the I-205 bridge. The proposed action would include this sensitivity test.

TPAC has reviewed this proposed resolution and recommends approval with the inclusion of a commitment that the evaluation identify opportunities to develop the regional centers, town centers and other 2040 Growth Concept elements and to support local plans and policies. This resolution incorporates that commitment.

This also incorporates JPACT's proposed modifications as underscored in the resolution.

FACTUAL BACKGROUND AND ANALYSIS

Study Background

Metro initiated the South Willamette River Crossing Study in 1994 with public meetings and workshops to solicit comments on the nature of the crossing problem and potential improvement options. The public identified over 20 crossing options for consideration in the study.

Staff identified feasible options for consideration in the study by setting aside those that would not meet the study intent, would require right-of-way through a public park, or would displace a cemetery or historic site. This resulted in 14 options that could potentially meet the travel demands in the corridor without impacting public parks.

Of the 14 options, the study will evaluate those with the greatest potential to support land use goals and other policies, meet travel demand and minimize environmental impacts. The evaluation will identify opportunities to develop regional centers, town centers and the 2040 Growth Concept and support local plans and policies. The evaluation will also identify traffic impacts on arterial streets leading to the crossing, changes in travel patterns and trip lengths, environmental impacts, cost and financing feasibility. To identify options for evaluation, staff conducted a screening of the 14 potential crossing options.

The screening process considered how well the option could meet travel demand within the corridor and minimize environmental impacts. The screening identified those options that are located within the travel sheds of the Ross Island and Sellwood Bridges and that connect the most heavily used arterials in the corridor as having potential to meet travel demand. The screening identified options that could avoid either crossing over or using a public park along the Willamette River or avoid proximity to threatened species as having the potential to minimize environmental impacts. As a result, the screening process identified seven options with the greatest potential to meet travel demand and minimize environmental impacts.

Recommended Crossing Options

The *Screening Results and Recommendations Report*, summarized in Attachment 1, recommends seven crossing options for further evaluation. The options represent a range of possible crossing improvement strategies. They include:

- improvements in the existing Ross Island Bridge approaches (Option 1a) and new capacity in the vicinity of the Ross Island Bridge (Option 2);
- replacement of the Sellwood Bridge as a two-lane and four-lane bridge (Options 5a and 5b); and
- three options for a new two-lane or four-lane crossing in Clackamas County (Options 7, 8a and 9).

The evaluation would assess the impact of the options in combination with other options, including improvements to the Sellwood and Ross Island Bridges and improvements to the Sellwood Bridge with a new Clackamas County crossing. The evaluation would also assess the effect of a regional transportation demand management (TDM) strategy on reducing demand for river crossings.

To compare the costs and benefits of maintaining the existing Sellwood Bridge with replacing the bridge, the study will evaluate a range of investment options for the existing bridge, including:

- no Sellwood Bridge;
- maintenance of the existing bridge for continued use as a bicycle and pedestrian-only facility;
- maintenance of the existing bridge to meet vehicular traffic standards, including necessary seismic standards; and
- improved bicycle and pedestrian facilities on the existing bridge in addition to vehicular improvements above.

The transportation system assumed in the evaluation would include improvements identified in the *Regional Transportation Plan* Financially-Constrained Alternative. This includes the South/North light rail line between Clackamas County and Clark County, Washington. At the request of the PMG, the evaluation would also test the effect on crossing demand of a new southbound lane on I-205 west of the existing I-205 bridge. The RTP includes this climbing lane project in the Preferred but not the Financially-Constrained Alternative.

The *Screening Results and Recommendations Report* recommends that the following options be set aside from further evaluation in this study:

- a new bridge near Holgate Boulevard (Option 4) due to its proximity to a bald eagle nest, a threatened species, and difficult regional connections to the bridge on the west side;
- a new bridge near Ochoco Street (Option 6) due to potential impact to Marine Powers Park;
- a new bridge south of the Railroad Bridge (Option 8b) due to potential impacts to River Villa Park, a historic site and Tryon Creek;
- improvements to the I-205 bridge and a new bridge near the existing Oregon City bridge (options 10a and 10b). These improvements would not likely accommodate travel demand in the study area but could address other regional transportation problems and land use goals. The recommendation is to evaluate these improvements in the context of the I-205 corridor;
- Other improvements north of the Ross Island Bridge (Options 1b, new ramps to the Marquam Bridge and 3, a new bridge at Caruthers Street) until results are available to indicate the effectiveness of Ross Island Bridge options.

JPACT/Metro Council Action

Resolution No. 97-2528 endorses in Exhibit A the recommended South Willamette River crossing options for further evaluation in the South Willamette River Crossing Study and affirms Metro

Council's recognition of the crossing problems in the corridor. This resolution also directs the evaluation to include a sensitivity test of an additional I-205 southbound lane west of the I-205 bridge.

Following this action, the evaluation will identify traffic impacts on arterial streets leading to the crossing, changes in travel patterns and trip lengths, potential to support land use goals and other policies, environmental impacts, cost and financing feasibility for the options and option combinations. The evaluation process will involve the public for review at key milestones. Metro Council will use the evaluation results to develop a crossing improvement strategy for inclusion in the *Regional Transportation Plan*.

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