

Sullivan's Crossing Bicycle & Pedestrian Bridge

**Alignment Options Criteria for Selection**

11/9/2017

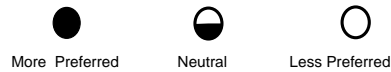
**TABLE 1**

**Criteria Explanation**

<b>1. Economics</b>		
a.	Cost to Construct Bridge	Estimated comparative bridge project cost.
b.	Cost to Construct Landings (including Land Acquisition)	Estimated comparative bridge landings project cost.
c.	Long Term Maintenance Costs	Estimated comparative maintenance cost.
<b>2. Aesthetics</b>		
a.	Gateway Transitions at Landings	Comparative opportunity to create comfortable and ergonomic transition between the bridge and adjacent neighborhood at either end.
b.	Available Space to Create Integrated Landings	Comparative opportunity to create comfortable public space to allow transitions, facilitate orientation, and promote community for bridge users in all modes.
c.	Views from the Bridge	Consideration of: a) scenic viewpoint from the bridge and, b) clarity of bridgeheads from bridge span to facilitate safety and ease of navigation.
d.	Views of the Bridge	Consideration of: a) scenic viewpoint of the bridge and, b) clarity of bridgeheads from an approaching user to facilitate safety and ease of navigation.
<b>3. Community</b>		
a.	Clear & Direct Connectivity to Green Loop	Comparative level of integration and reinforcement of the Green Loop plan.
b.	City & District Design Guidelines & Plans	Comparative level of integration and reinforcement of the sub-district plans for each of the adjacent neighborhoods.
c.	Impacts to Private Property and Business Routes	Comparative levels of safety, property appropriation, traffic, and parking impacts in the vicinity of the bridge landings.
d.	Direct Connectivity to Neighborhoods and Desirable Destinations	Comparative degree to which alignment connects with primary neighborhood arteries and routes to major destinations.
e.	Potential for Local and DMWESB Participation	Comparative level opportunities to engage MWESB enterprises in the project.
<b>4. Safety &amp; Security</b>		
a.	Clarity of Sightlines for Pedestrian / Bicycle and Vehicular Traffic	Comparative visibility of cyclists / pedestrians by motor vehicles and vice versa at bridge landings.
b.	Potential for CPTED Principles	Comparative ability to implement Crime Prevention Through Environmental Design Principles.
c.	Facilitate Safe Interface with Existing Circulation	Comparative opportunity to create safe multi-modal transitions at bridge landings.
d.	Ease of Emergency Vehicle Access	Comparative accommodation of emergency vehicle bridge entrance requirements.
<b>5. Constructability</b>		
a.	Staging and Bridge Erection Areas Availability	Comparative ability of available space to stage construction and erect bridge.
b.	Roadway Impacts	Comparative level of temporary impacts to I-84, ramps, and surface street traffic and right-of-way during construction.
c.	Railroad Impacts	Comparative level of temporary impacts to UPRR operations and right-of-way
d.	Construction Schedule Impacts	Estimated comparative construction schedule.
<b>6. Permitting</b>		
a.	UPRR Permitting	Comparative anticipated complexity and duration of permitting with OPRR.
b.	ODOT Permitting	Comparative anticipated complexity and duration of permitting with ODOT.
<b>7. Accessibility</b>		
a.	Universal Accessibility	Comparative accommodation of slopes, grade changes, and other requirements for universal accessibility.
b.	Minimal Grade Change for Pedestrians and Bicycles, including at Sullivan's Gulch Trail	Comparative grade changes over length of bridge travel.
<b>8. Landscape</b>		
a.	Preserves Valuable Landscape Elements, Including Significant Trees	Comparative impacts to landscape elements.

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**Alignment Options Evaluation**

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**TABLE 2**

	7th to 7th	7th to 8th	Comments
<b>1. Economics</b>			
a. Cost to Construct Bridge			Longer span will increase construction cost.
b. Cost to Construct Landings			
c. Long Term Maintenance Costs			Longer span will increase maintenance cost.
<b>2. Aesthetics</b>			
a. Gateway Transitions at Landings			
b. Available Space to Create Integrated Landings			
c. Views from the Bridge			NE 7th - NE 7th alignment provides more continuity of view of entire route along NE 7th.
d. Views of the Bridge			NE 7th - NE 7th alignment provides better views of entire route along NE 7th from bridge approaches.
<b>3. Community</b>			
a. Clear & Direct Connectivity to Green Loop			Green Loop at South landing is currently projected to occupy NE 6th or NE 7th.
b. City & District Design Guidelines & Plans			The Lloyd District Plan calls for strengthening of the existing city street grid. The NE 8th alignment requires out-of-direction travel.
c. Impacts to Private Property and Business Routes			
d. Direct Connectivity to Neighborhoods and Desirable Destinations			The NE 8th alignment is more removed from the NE 6th-NE7th likely alignments. The NE 8th alignment has more activity, creating a higher number of "eyes on the street."
e. Potential for Local and DMWESB Participation			The larger area for a south landing on the NE 7th alignment may create additional opportunities for MWESB contractors, however, differences are negligible.
<b>4. Safety &amp; Security</b>			
a. Clarity of Sightlines for Pedestrian / Bicycle and Vehicular Traffic			NE 7th-NE 7th alignment provides higher visual clarity and orientation to the street grid.
b. Potential for CPTED Principles			
c. Facilitate Safe Interface with Existing Circulation			N. landing at NE 7th may slow bike traffic due to out-of-direction travel. S. landing at NE 7th may allow greater bicyclist reaction time. N. Landing at SE 8th alignment may be safer due to
d. Ease of Emergency Vehicle Access			
<b>5. Constructability</b>			
a. Staging and Bridge Erection Areas Availability			PBOT ROW on 7th allows for good staging area and bridge launching area
b. Roadway Impacts			
c. Railroad Impacts			
d. Construction Schedule Impacts			
<b>6. Permitting</b>			
a. UPRR Permitting			
b. ODOT Permitting			
<b>7. Accessibility</b>			
a. Universal Accessibility			Slopes and access will be approximately equal for either alignment.
b. Minimal Grade Change for Pedestrians and Bicycles, including at Sullivan's Gulch Trail			Grade changes at landings will be approximately equal for either alignment.
<b>8. Landscape</b>			
a. Preserves Valuable Landscape Elements, Including Significant Trees			Both alignments have comparable impacts on local landscape elements.