

Stark Street Bridge Replacement Project

Spring 2026 Community Outreach: Survey Summary

July 2026

Prepared for

Multnomah County



Prepared by

JLA Public Involvement, Inc.



Project Overview

Multnomah County is leading the effort to replace the Stark Street Bridge. The current crossing over the Sandy River is a critical connection for East County residents and access to the scenic Columbia River Gorge. The bridge is more than 110 years old and at the end of its service life. This project is evaluating options for a new bridge.

Community Survey Summary

Community Outreach Round 1 focused on sharing the project and its goals with bridge users and people living in the area. The project team wanted to learn how communities use the bridge and what was important to them as options were explored. An online survey was one method for collecting input.

This report summarizes feedback received from the online community survey. The responses received will help the project team know what topics are important to the community.

The online survey was active on the project website between May 5 and July 14, 2026.

449 responses were received in English and none in Spanish. *The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community as a whole. Not all questions were answered, so there is not a consistent number of responses for each question. Numbers of responses are shown in the “Survey Responses” section, beginning on page 4 of this document.*

Survey Advertising

The community survey was promoted across various platforms, in-person and virtual, including:

- Multnomah County media release
- Project email newsletter updates to the project interested parties list (sign up available on project webpage starkstreetbridge.org (May and June)
- Troutdale social media posts
- Northeast Multnomah County Community Association NEMCCA social media post
- Corbett Area Newslines e-newsletter
- Troutdale Champion – July physical newsletter (survey left open through July 14 to accommodate this newsletter)
- Email through Corbett School District



Survey attachment used to promote the community survey on project factsheets.

- Email through Mt Hood Community College
- Tabling: The project team included QR codes linking to the online survey on display boards and factsheets used at two community events: a Juneteenth Celebration at Vance Park and at the Troutdale Historical Society during Summerfest.
- Community briefings: the survey was shared at multiple community briefings prior to the survey closing:
 - East Multnomah County Transportation Committee EMCTC 5/18
 - Troutdale Council 5/26
 - Troutdale Historic Landmarks Commission 5/28
 - Troutdale Citizens Advisory Committee 6/3
 - Mult Co Bike Ped 6/10
 - Historic Columbia River Highway Advisory Committee 6/18
 - NEMCCA Safety and Info Mtg 7/1

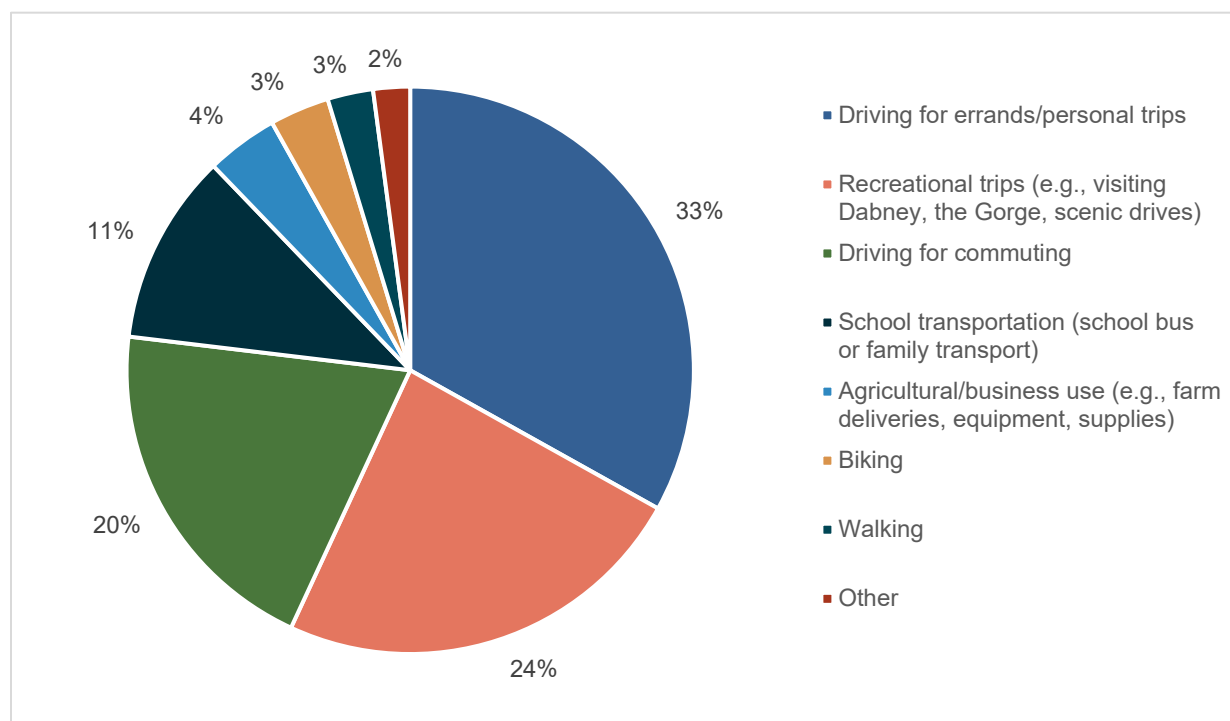
Survey Responses

The survey was available in English and Spanish. Although it was primarily completed online, two surveys were completed in-person at an event the project team attended in Troutdale. A summary of the survey feedback is below. Open-ended responses are in [Appendix A](#).

449 responses were received in English and none in Spanish. Participants did not respond to every question. Some questions allowed for multiple responses, so some responses total over the number of responses, i.e. “Check all that apply”

The survey was conducted with self-selected members of the community and does not qualify as a scientifically valid survey that is representative of the community. Not all questions were answered, so there is not a consistent number of responses for each question.

How do you typically use the Stark Street Bridge? (Check all that apply)



Participants were asked to select all the ways that they use the bridge.

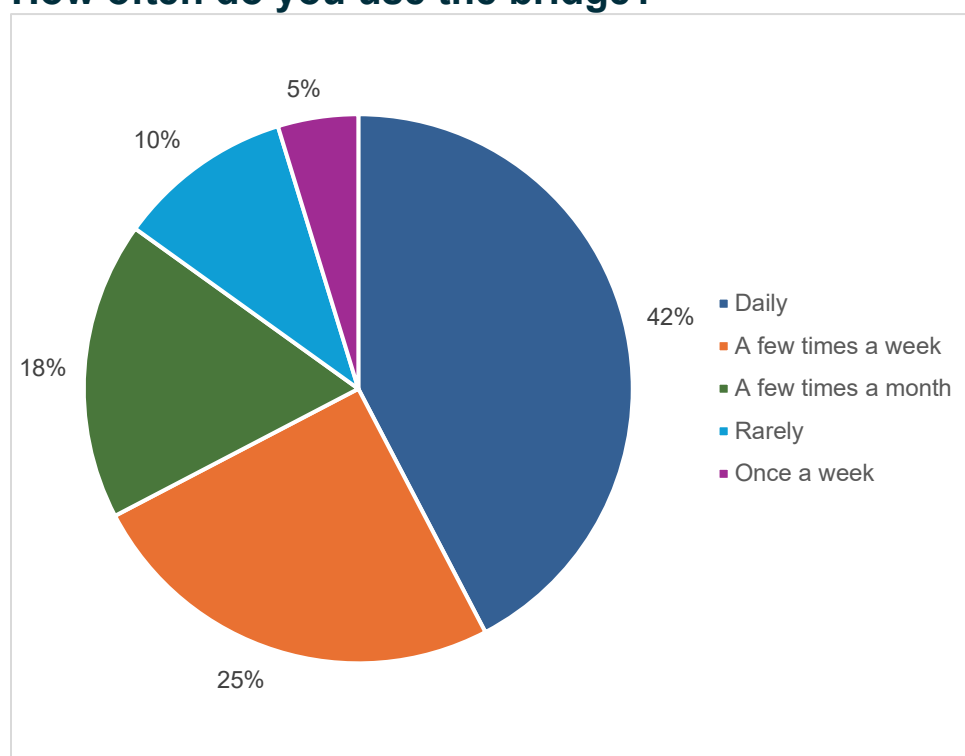
A total of 437 people responded to this question and 12 skipped it.

33% (331) of responses to this question use the bridge to drive for errands/personal trips, while an additional **24% (238) use it for recreational trips**, such as to visit Dabney State Park, the Gorge, etc.

When responding “Other” participants shared the following:

- “I do not currently use the bridge” (3 responses)
- “As a volunteer”
- “Medical appointments”
- “appointments”
- “Fishing”
- “Corbett resident”
- “Running”
- “I cross the bridge to deliver the mail”
- “Other” with no further explanation (9 responses)
- “Springdale job corps”

How often do you use the bridge?



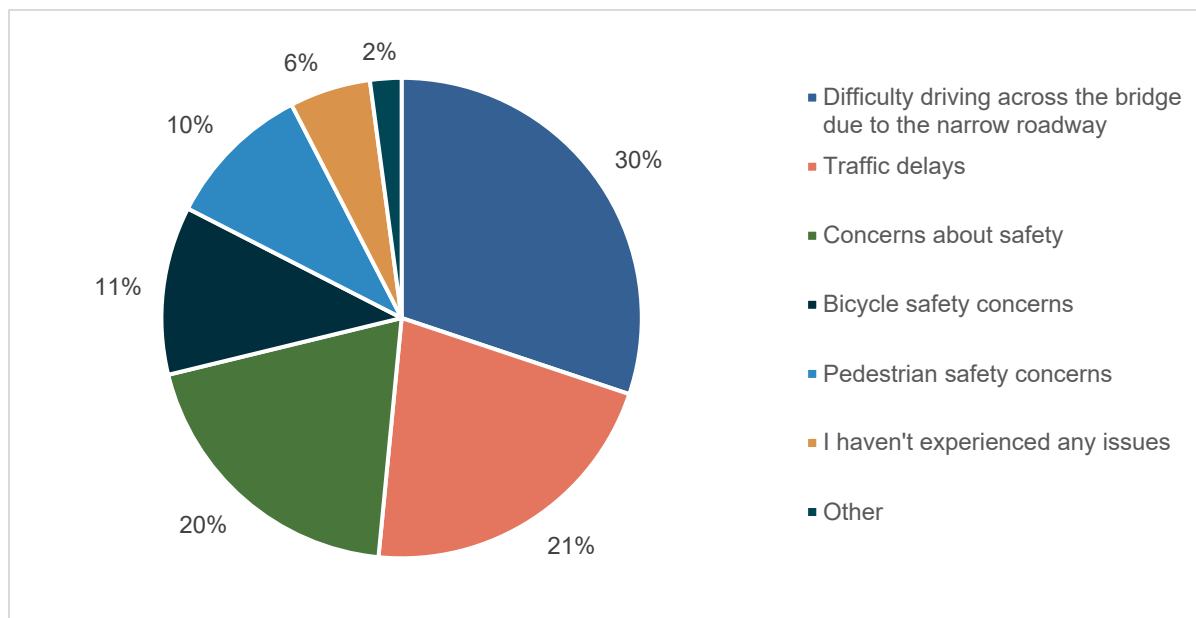
Participants were asked to select one level of frequency that best described their bridge usage.

A total of 444 people responded to this question and 5 skipped it.

Of the 444 responses to this question, **42% (188) of participants use the bridge on a daily basis.** An additional **25% (111) responded that they use the bridge a few times a week.**

Only 10% of the participants rarely use the bridge. This means that nearly all of later open-ended comments received are from community members who are familiar with and use the bridge.

Which of the following have you experienced when using the bridge? (Check all that apply)

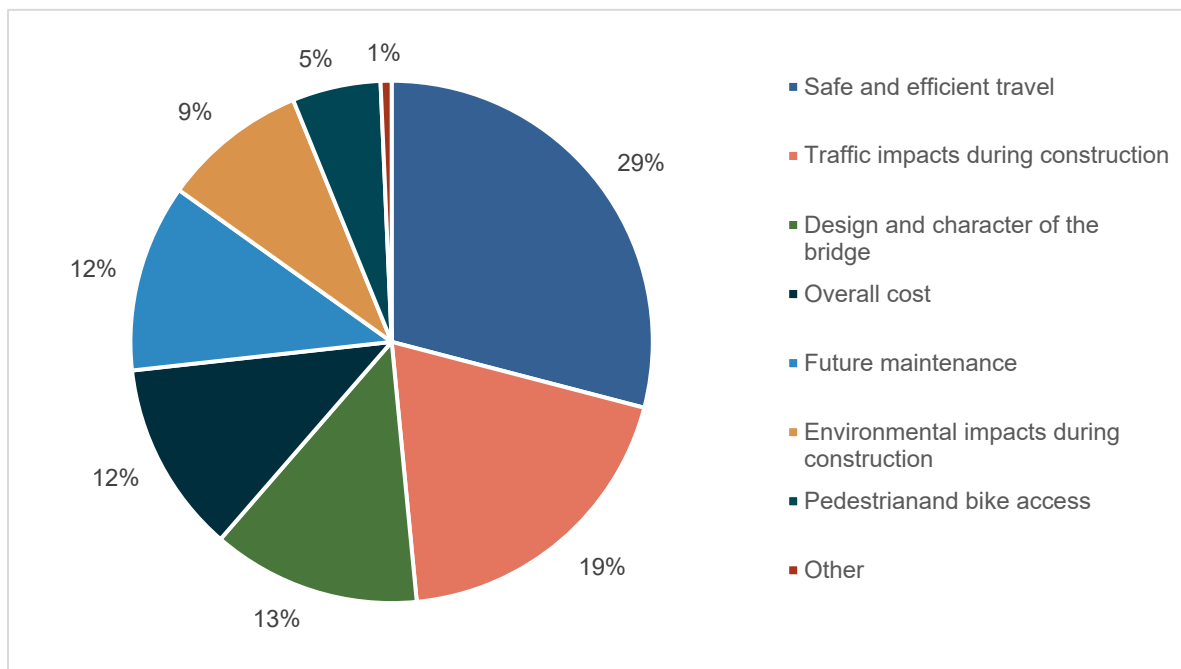


Participants were asked to select all applicable concerns and/or issues that they've experienced on the current crossing.

A total of 436 people responded to this question and 13 skipped it. Because this was a multiple-choice question, there were over 1,000 total responses submitted to this question.

Of those responses, **30% (314) corresponded to "Difficulty driving across the bridge due to the narrow roadway,"** with an additional **21% (223) corresponding to "traffic delays,"** closely followed by **20% (205) of responses for "Concerns about safety."**

Which of the following are most important to you as we plan for the new bridge? (Pick up to 3)



Participants were asked to select from various topics that they felt were important to them.

A total of 443 people responded to this question and 6 skipped it. Because this was a multiple-choice question, there were over 1,150 total responses submitted to this question.

Of those responses, **29% (340) of responses corresponded to “Safe and efficient travel,”** followed by **19% (227) corresponding to “Traffic impacts during construction.”**

When responding “Other” participants shared the following:

- “the large truck that broke the bridge last was too large to use the bridge. tractor towing a low boy trailer with giant heavy equipment that barely fit on the bridge stop large trucks from crossing”
- “Build bridge quick and efficiently so it’s shut down for a minimal amount of time”
- “Wider & better approaches for hisses and large vehicles/trailers”
- “Historic significance of existing bridge.”

Is there anything else we should know? (Open-ended question)¹

Of the 449 people who answered at least one question on the survey, **166 people provided a response to this open-ended question, most participants (283) skipped it or responded with a variation of ‘no’.**

Survey responses show a strong community reliance on the Stark Street Bridge and a desire for any replacement to improve safety and minimize disruption to those who frequently use the bridge. There were requests for wider lanes, safer accommodations for modern vehicles and school buses, clearer restrictions or enforcement for weight restricted semi-trucks, and a construction approach that keeps the crossing usable as much as possible. Many respondents also want the bridge to retain the historic, scenic character of the area.

Individual, verbatim responses to this question can be found in [Appendix A](#).

Key Themes from the 166 people who responded to this question:

- **Safety and lane width:** Respondents repeatedly describe the current bridge as too narrow. Wider lanes, safer approaches, better turning movements, and improved lighting/signage are frequently mentioned.
- **Large truck access and enforcement:** Many comments oppose semi-truck use of the existing bridge and ask for mitigation in various ways, including stronger restrictions, clearer signage, fines for any damage caused to the bridge, and route updates, among other things. Others share that because large vehicles will continue using the route, they would like the new bridge to be designed to safely accommodate them.
- **Community dependence and closure impacts:** Residents emphasize that the bridge is a daily lifeline for various reasons, including commuting, school transportation, local businesses, and emergency services, among others. Many respondents expressed frustration with past closures, with some describing them as costly, stressful, and potentially dangerous.
- **Construction impacts:** Many comments about construction disruption and offered suggestions or ideas, such as a desire to keep the existing bridge open during construction, to build the new bridge alongside the old one, or to schedule work to reduce impacts during school and high-use seasons.
- **Historic character and aesthetics:** Many respondents want the bridge replacement to preserve the look, charm, and historic feel of the existing bridge and Columbia River Highway.
 - At least 18 responses expressed wishes to keep or preserve the existing bridge, including using it only as a pedestrian/cyclist bridge.

¹ Microsoft Copilot summarized responses; all content was reviewed for accuracy and clarity by JLA staff. The themes represent a high-level summary.

- At least 17 comments received referred to the existing bridge's historic character and the scenic Historic Columbia River Highway.
- **Bike and pedestrian facilities:** The comments are mixed. Some people want more bike and pedestrian facilities, such as protected pedestrian/bicycle paths, safer sidewalks, and river viewpoints. There were also suggestions that the existing bridge be kept for nonmotorized use. Other comments expressed that they would not like there to be bike infrastructure added to the new bridge nor that bike access be prioritized over vehicle use.
- **Environmental concerns:** Several responses raise concerns about landslides, rockfall, erosion, flooding, earthquake resilience, river impacts, unstable cliffs, and retaining walls.
- **Local voice and project transparency:** Respondents ask for continued community discussion, design review, updates, and stronger prioritization of Corbett, Springdale, Troutdale, and other daily users most affected by closures and design decisions.

Appendix A

Verbatim responses to survey question: Is there anything else we should know?

Note: Personal information was removed from a few of the verbatim comments.

- Many folks in the Corbett area use the bridge twice daily because their work/livelihood is on the other side of the river.
- We obviously can't keep 18-wheelers from using the bridge, so a design that allows them to do so without damaging the bridge seems to make sense - while ensuring the safety of cyclists, pedestrians and other drivers/passengers. The design should also take into account possible earthquakes.
- You should limit truck length and continue to disallow right turns from the scenic hwy.
- No
- I work in Corbett, and there seem to be a lot more large vehicles, especially passenger pickup trucks, in this area than in the surrounding cities. I have often driven across the bridge when a large truck is taking up more than its share of the bridge. Cars and trucks often drive over the yellow line. I have an acquaintance who drives a pickup truck, and his side mirror was broken off by another passing truck. Luckily, I drive a small compact car and I can get by. If I were driving a larger vehicle I'd be more scared.
- It should be wide enough for newer passenger trucks to easily go across and should have a walkway at least on one side. Tractor Trailers should not be allowed to use the bridge. There is no reason for their use.
- no
- It would significantly impact the beautiful natural surrounding that draw tourist from all over to our beautiful city if the design looks modern. The overall look of the bridge should stay consistent.
- I think the Stark Street Bridge that is currently being used right now, should be used for pedestrian walking and biking only once the new one is built. That way traffic won't have to worry about anyone not being in a vehicle and for safety reasons.
I also think the architecture should be close to matching the original bridge. Wider of course and safer.
- Make it wider!
- No
- Please consider allowing local artisans to submit concept ideas for decorative, visually appealing (non-structural) aesthetic features for the new bridge.
- In my opinion, as a daily driver crossing the Stark Street Bridge the most needed upgrade is to have a bridge with much wider lanes.
- Concern about repeat landslides from east side. Bridge design should carry a look of the original Scenic Hwy. design concept.

Keep huge trucks off of this bridge.

- It needs to look like the existing bridge please
- Please make it look "vintage" and keep the character of the existing bridge. I would be really disappointed to see a 'modern looking" bridge here
- The old bridge has such sentimental value and would be a great bicycle pedestrian alternative next to the new bridge.
- The large Semi usage really needs to be a first priority it puts drivers and the structure at risk the current signage needs to be more explicit in establishing the limitations on the bridge the truckers do not seem to care even when told . They will still try to drive over it
- Closing this bridge is very inconvenient for my family and community
- It's sad that a beautiful historic bridge is being replaced. I believe the approach could have been wider , keeping the historic rock look. Also more support underneath can be added, the amazing metal can be supported better. The area is very precarious for walkers anyway, so focus on keeping the existing bridge or create one wider with exact look.

If it is still a viable bridge, declaring it has served its time sounds like it is disposable even if it could last another 100 years?

- The design should be compatible with the historic character of the Columbia River Highway, but it should be recognizable as a construction of 2027: contemporary, light, and dramatic.
- I don't know if this is even possible, but I strongly urge the County to keep the crossing functional during new bridge construction-- even if it's a temporary signal for one-lane travel that allows each side to take turns crossing the bridge. There are a lot of people who are struggling financially who use that bridge multiple times a day. There are also farmers that regularly drive their tractors over the bridge, which is allowable over that distance but which requires a truck and a trailer if they can't use the Stark St bridge. Re-routing over the Troutdale bridge has cut into people's grocery budgets for their families as they struggle to pay for increased fuel costs. This is to say nothing of the additional time it takes us to make the drive, which has additional implications such as potential wages lost, less time with families, less time to do farm work, less sleep, etc.
- This bridge is so important to the community. And maintenance should be very important for next bridge.
- Either you have to make the roadway a basically 4 lane bridge with extra wide approaches from both sides or stop the large trucks with long trailers.
- I'm not really sure how we can plan this. It's frustrating that it takes so long to finish anything for this bridge. It would take YEARS. Because a simple fix on the wall took SIX MONTHS.. it was excruciating for everyone who lived in Corbett and needed to get to MHCC each day. I just hope that if this gets approved, you will PROMISE to make a plan

before you start, and don't just wait years to start. It affects us more than you guys fixing it. Thank you for everything you do.

- Beautiful bridge to cross but narrow. Also needs a better system for letting us know if its closed.
- I really don't feel large trucks should be using the bridge. There are alternate routes.
- My fourth priority is the look and character of the bridge. Also, increased traffic efficiency is important, yet, keeping that area quiet for the benefit of wildlife, residents and recreation is more important than allowing oversized tractor-trailers to cut through. They can go around, using surface streets that are made for them.
- Every time this bridge closes it creates impacts to local businesses as community members must change their routes and often means we don't circle back around to stark, hus businesses near the DQ area lose our dollars as it's just too inconvenient. I worry about our other option for travel and the congestion of DT Troutdale as summer business is quite heavy.
- Troutdale and the scenic gorge have a distinct character and charm I would hate to see an ugly modern bridge replace the antique look of the original.
- I transport my son from Troutdale to Corbett Grade School and I have experienced numerous issues on the bridge. Most notably, my tire popped after brushing up against a sharp edge on the side of the bridge last year, leaving me stranded and without cell service. The lanes are entirely too narrow, especially considering there are numerous buses and trucks that need both lanes to cross and have to wait for traffic to stop. I would much rather keep the bridge as an historic landmark, pedestrian and bike crossing, and build a new, larger bridge for car traffic. I hope construction can happen during the summer to not affect school traffic.
- New Bridge! This would be amazing.
- Although the past closures of the bridge after being struck by trucks were necessary, we appreciate the work that the crews did and the urgency to get the work done right and reopened as quickly as possible. We are grateful for the attention to making sure the repairs stayed consistent with the look and history of the bridge.
- I'd like to see the current bridge preserved, possibly for bike, pedestrian use, in addition to a new bridge
- Leave the existing Historic Bridge and build a new bridge next to it. This should then be used as a bicycle and pedestrian bridge. This minimizes the massive impact to the community while preserving the Historic Bridge.
- I'm so glad this project is in development. I use the Stark St. bridge multiple times almost every day. When the emergency closure happened last year, it had a significant impact on my schedule and daily activities (amazing what a 10 min. detour can do). My kids ride the school bus that crosses the Stark Bridge every school day and safe access and passage of buses is of key importance. Corbett is a great community, despite what you

may hear from some of the more curmudgeonly members. Involving the school in some way would be great (ex. art project or engineering/construction project for HS).

- The bridge clearly needs to be able to accommodate larger vehicles like school buses and semis, since problems keep arising when semis use the bridge. Any construction that does not adequately plan for semi truck usage is just a waste of money. Other features are nice but if the bridge keeps getting taken out by big trucks just trying to get where they need to go then none of the other features are worth it
- Definitely wider lanes!
- Maintaining a pedestrian/bike/runner lane on either or both sides that is separate from the main road & traffic, like there is now. But use a material that is not as slippery when wet like the current one.
- Truck crossing troutdale bridge, thats rear trailer wheel straddled the angled concrete barrier. It caused the trailer to flip the tractor into the bridge neither bridge should allow trucks of size or weight. I 84 bridge would be a better choice. they should be routed to I84 bridge.
- I would hope that Multnomah County would ALSO consider all the horrible road conditions that have been unattended to in East Multnomah County. I realize the bridge repair/replacement is important however, I will never support anything that costs too much money when the roads I travel on in East County EVERY DAY MULTIPLE TIMES A DAY are horribly riddled with pot holes and have ruined suspension and tires/wheels more than once. Dear Multnomah County, PLEASE look at your road repair budget and address this issue. I am completely embarrassed to have friends and family come to my home when all the roads they have to travel to get there are so awful, they have to try and find alternative routes to my home. I believe it has been "overlooked" because it is East Multnomah County and those roads maybe aren't as well traveled as Central Multnomah County. PLEASE ADDRESS THIS ISSUE. I will not support this Bridge project until that issue gets addressed and I will attend EVERY public meeting stating this concern.
- Need more lighting. Very dangerous. Yellow caution lights.
- The bridge must retain its historical gorge elements. It needs to have its character kept intact. Everything built nowadays is so ugly and characterless. It needs to look like it's been there for a century.
- Thank you for offering this survey and getting input from the community
- If they would not allow trucks or long vehicles and if people who hit it had to pay, I think we would be fine as is.
- The bridge is needed especially for the local community. It needs to be wider for safe passage of all community members.
- I would use the bridge more often if access was safer.

- In the design of the new bridge it needs to be wider, safe and to make sure kids can't jump from the bridge. After getting off the bridge it is difficult to pull out when oncoming traffic approaches or also wants to turn on the bridge.
- Please stop the big trucks from using the bridge. They can't make the turn, don't fit and weren't intended to use this bridge. Install cameras on the bridge to note the cars/trucks that hit the bridge---so that their insurance can pay for the repairs and not the taxpayers.
- I commute on it now after taking my son to school but that won't be happening when this project is finished. I'd still like to see a modern bridge wide enough for trucks and a bike/pedestrian crossing
- Make the bridge for into the beautiful environment of the Sandy River.
- pedestrian and bicycle access only needs a decent sidewalk. doesn't need to be an overbuilt sh*tshow like a lot of bike infrastructure. i'm a cyclist, btw.
- Quit letting those dumb semis use it.
- Ensure that the next bridge design matches the aesthetic beauty of all Columbia Gorge Historic Highway bridges and guardrails.
- Will the bridge be wide enough to allow for semi trucks - turning onto the bridge from scenic hwy
- The new bridge needs to be wider. People do not know how to judge (how to drive?) the width of their cars and trucks, and end up driving over the center line for the entire lent of the bridge which at best causes delays, or at worst can cause collisions. Side walks would be a very important safety improvment.
Maybe large semi trucks should not travel this route even with a new bridge
- I'm sure the engineers will consider all the options, yet the way bridges like this are constructed in places like Europe is to build most of it offsite and then assemble it with cranes. The I-84 bridge over the Sandy River was built using a 'top down' method and was absolutely brilliant. Our family looks forward to the bridge replacement and hope that it will somehow fit with the history of this area and yet be a modern version to accommodate transportation for decades to come.
- We use the bridge up to 4 times a day. Build the new bridge fast (obviously safely) but no need for ornaments. Just get it done:)
- What about the north wall across from the bridge that keeps sloughing and sliding onto the highway?
- The bridge is also an important evacuation route during emergencies (1 of three ways off the Northeast Multnomah County "island"). The current bridge impedes fast and safe evacuation and would most likely be inoperable after an earthquake.
- The Corbett School District uses this bridge to transport multiple buses of students across the river each morning and afternoon. A lengthy closure would incur additional driving time and cost on the district.

- Somehow the large truck drivers need to be kept from using this bridge and the Troutdale bridge too. Large electric signage way before they get there? Trucking maps and apps updated?
- Please make the new bridge significantly wider so truck/trailer combinations can easily cross while other regular cars are coming the other direction and also bicyclists and walkers can have a separate path for safety.
- No.
- A bicycle/pedestrian (narrow) lane is a must.
A beautiful but simple design is important. Nothing too modern, but something classic and simple.
- The bridge is vital to our daily commute, it causes significant stress in our daily lives when it's closed.
- on the Troutdale bridge, the bike lane comes over the vehicle lane (not the pedestrian walkway) so if this is legal it seems cheaper but needs signage so the bikers don't get harassed
- Stop closing our bridge! If it is going to be replaced can't it wait until then? Our biggest problem with the bridge are idiot drivers and trucks that really should not cross.
- Stark Bridge connects more communities than 84 and provides access to rural businesses like horse back riding and other small agricultural businesses. We hope this project will help improve safety in crossing the sandy river.
- I am a caretaker for my mother with dementia. Crossing this bridge is essential to her mental well being.
- We need a well built, functional bridge. It definitely needs to be wider. My large pickup truck barely fits in the lane. And I have to yield to vehicles in order not to collide mirrors. Our town has recently been drawing a lot more attention to tourism. And I think we need something that captures the essence of the old bridge. Imagine floating the river and looking up at a concrete grey structure that holds no artistic character. We need a reliable bridge.
- Please replace this bridge ASAP! Very dangerous. If possible need to reduce the traffic speed approaching the bridge from either direction
- this is a truly horrible idea. you have spent so much repairing it . find an alternative for large trucks. they deliver groceries to the two stores. perhaps they could do delivery in smaller trucks. forcing people and trucks to troutdale bridge is impossible and not safe. because it is a very small town, people cross the street wherever they please. dark rain certainly there will be a walker dead. we have luckily missed people but the come out behind cars with no notice of the traffic forced through the town. so the best option for people like us, small farmers, workers is to finish repair of the bridge and make a strait no tress bridge next to in for large trucks and bus which then the merge with the traffic going up stark or on historic highway. please consider this

for the sanity of corbett residents the safety of troutdale residents and a no tress bridge next to it only for

large trucks buses etc. i like many people have been here 40 years or more. your 6 month bridge closer caused the demise of lambs grocery which we all loved but forced to go another way made getting to lambs inconvenient. this would be the demise of the thai resturant. the demise of dairy queen. the demise of the other business in the area because they are dependant on traffic passing. eventhe fruit stand would go out of business. so for east county you are not doing anyone any favors. and we will never support the people who are so set on destruction of something so much money time and resouces have been invested. side by side no truss bridge would be the answer. god forbid we have a rock slide. then we would all be trapped depending on where the slide was. you cannot go up and downthe corbett hill in rain or in winter and certainly trucks cannot get up and down it. if there was a fire in the gorge all of us have livestock to evacuate. and with the bridge out no exit out of the area no way to get trucks in to get the animals. talk to the fire marshal talk to the volunteer firemen out here. bridge gone no way to easily rescue people from water or cars down clift. again instead of penalizing corbett residents build a side by side bridge for the large trucks etc. we are a small community. we want to get to work to deliver farm products we dont want to be trapped with fire or rockslides no way to get a u haul or other large truck to rescue the livestock. we want and require an ambulance to come accross the stark street bridge if we fall have a heart attack have pollin problems or copd , i myself will die if stung by certain bees so i need to be in hospital quickly. time is of the essence for many of the older population. we do not want to die or our animals to die because of planners extremely poor judgement to solutions for the limited truck problem which could have been solved by weight limits and axel limits forcing trucks to come in and go back out by the highway. we are small but every one of us vote and given a chance to hold planners and county officals accountable for not looking at all the possible problems clousure of this bridge. we will vote in a block. you may not care but we certainly do

- Keeping the historic nature of the bridge in its appearance would be nice in addition to safe and efficient travel.
- The people of Corbett and Aims Depend on the Stark St Bridge to get to Gresham in a timely manner. But we want drive across it safely. Therefore it really needs to be wider so we no longer lose our mirror and the semi's don't take out the sides. They need to get to our businesses.
- Without this bridge my commute increases 20 minutes each way. It is also a critical artery to local services for those of us in Corbett. Minimizing the impact of constructing a new bridge is critical to my family.
- As someone who crosses that bridge 4 times a day, I would love a wider bridge. I have anxiety every single time I cross that bridge to take my kid to school.

- I use the bridge more during certain months while I care for a friend's property while they are away. This bridge makes all the difference in commuting to and from town, and expanding the platform of a new bridge with more space and enhanced modern safety features would mean a lot for the Gorge community in Springfield, Corbett, and beyond.
- Everyone uses this bridge more during the spring/summer months, so maybe it would be best to begin construction in the fall/winter. Even though I'm sure it will take longer than just a few months.
- Hundreds of people commute in cars across this bridge every day. Living most of my 38 years in Corbett I can count on my hands the number of times I've seen someone walking across it. We have seen other bridges in the region with suboptimal designs for vehicle traffic, in favor of wide walking lanes and bike lanes. Please serve the actual users of this bridge, not the theorherical. Thanks for your consideration.
- This is the main route I use to take my daughter to school. It's so narrow I've clipped two mirrors trying to make room for some of the oversized trying to cross it. I hope if there is a new bridge it is wider and really sturdy. Semi trucks should have to take alternate routes it's simply not safe with how narrow it is in its current state. I also hope and pray the bridge construction doesn't effect school traffic during the coming year as it's most out of district students route into town. Overall I'm happy something is hopefully being done about this bridge Thanks for reading my concerns and I hope you take them into consideration moving forward
- Make it wider.buses are to big now.if wider not so many delays
- The project must include keeping the old bridge in use while the new bridge is being built
- Keep it. Make it earthquake and flood sound. Keep trucks off.
- We were all very patient. The first time the bridge was closed down for months. It negatively impacted all the businesses that are just up the road from there, including mine, for more than just the time that the bridge was closed. People develop new travel habits /patterns and it takes a long time for them to reroute back the way they used to. Please, please.. If you're going to work on it again, can you at least make one lane usable during construction? Or find a way to help compensate the businesses for all of the loss that we are experiencing. You only seem to shut it down completely when we have the most tourism traffic... The Summer. It should have been done right the first time, so we don't have to do this again. You've got to come up with a better plan for everybody. Maybe shut it down at night and do the work then? Open it back up during the day so we can get to work, the grocery store, and our customers and tourists can still visit our businesses.
- Yes, it needs a no turn left sign or a signal. Currently when those turning left from the bridge to historic Hwy. it causes backup on the bridge. Make it wide enough for actual two way trucks and either no left turn or a signal light to turn left. Semis use and abuse this bridge daily. Be smart. Think about building it once and never repairing again

- Do NOT add a bike lane.
- Keep semi trucks off of it. This is a vital bridge / route for people living in Corbett!
- Please have the design available for community discussion. Those of us who use the bridge regularly often encounter drivers who think the bridge is one, their way.
The new replacement bridge should and probably will accommodate horse trailers, but I'd like it limited so that semi trailers are not permitted. If they are permitted, the bridge will have to be rather large to accommodate their length and width.
Looking forward to the new design for community discussion/input. And, really we do need a new bridge!
- Safety is the primary concern. The current bridge is too narrow for semi trucks to safely be on.
- Ideally, the new bridge won't have any in-water elements to better protect the aquatic ecosystem. If seismic issues are a concern, then the County will likely need to deal with the cliffs that are directly to the east of the bridge, since these are likely to slide during an earthquake blocking or damaging the bridge.
- I would like to keep the charm of the bridge with its architecture so that it aligns with other bridges
- Wide enough for trucks and agricultural vehicles. Bike lane as there are a lot of bikes in the summer.
- how long will it take?
- This bridge is an essential traffic route for far east multnomah county. It is also in a heavy utilized tourist area of Oregon.
- Can a project be designed to allow use of the existing bridge while the replacement is constructed? Thanks
- While construction occurs, please do not reroute traffic down to Troutdale again.
- Please build this with an eye for longevity and good, classic design.
- Please quit shutting down for long periods of time.
- I live three doors down from the bridge. This bridge is my main artery to and from work, friends, and family. Better signage and lighting would greatly increase safety and minimize crashes on and around the bridge. Would love a bike lane or sidewalk to and from dabney from the bridge
- When the bridge is not available, especially unplanned, it can very drastically change commute times. Not just, late to work or to an appointment, but emergency services and caregiver needs.
- I'd like to makeche bridge impossible for big trucks to use by creating a height restriction. The trucks do not need to ever take the bridge as they cause most of the damage.
- NO MORE SEMI-TRUCKS ALLOWED ON THE BRIDGE! THEY CAN TAKE THE FREEWAY!!!

- Cameras! Install cameras on this bridge. Need more signs warning semi-trucks that they cannot cross the bridge if their load exceeds the limits on the current bridge.
- I live very near this bridge and have concerns about it when the river is flooding
- The bridge is part of a historic roadway that connects us in Corbett to our community needs. Please do it beautifully, quickly, and efficiently.
- We only use it maybe every couple of months, but nonetheless feel a fondness for it. Please make the new bridge lovely. Give it character, not just another slab of road crossing a river.
- Na
- No semi trucks
- This bridge is a major connection for all of Gresham and Boring areas to Corbett but also to 184 and Eastern Oregon. The folks that do use it and respect it need it to be there so they can better the lives of their kids, others in the more rural communities, or to help those communities be able to participate in activities that connect them but also offer them opportunities for college scholarships. I travel this route 4 to 8 times a day. I will say that the budget you have in place needs to be doubled and here's why. While you are focusing on the bridge which is the main focus. The corridor of trees is filled with "" widow maker trees "" , these trees due to erosion and fires are needing to be trimmed and cut back from the entrance of Troutdale all the way to the vista house however the main part i am speaking about is from the stark street bridge to Springdale including Woodard road. There are so many slide areas and erosion concerns right before you get to the job corps on that turn. There is a buckle there in the cement that should be looked at. The trees from the bridge to Woodard have dead trees and branches that could be just cut off instead of the full tree removed to save money as many of these branches are facing the highway and are dead. Specifically from the bridge to Woodard. The huge rock walls that are dropping boulders and trees onto the highway present a safety hazard but also a hazard to the bridge if it gives away and the boulders fall onto the bridge. Certain safety precautions should be put into the plan that keep the bridge entrance exit on the hwy side of the bridge safer. Like a retaining wall, not allowing anyone to park on the north side, and removing any dangling trees that are high up that are safety hazards, there are many. I feel a retaining wall and extra support needs to be built underneath the bridge as the continued impact of erosion will continue to effect the bridge especially with the pressure of the highway and the huge boulder walls my fear is it will buckle from where the highway is out to the bridge and then the bridge collapses. I also think that the two properties on the bon highway side should have an easement informed as their property continues to get damaged from cars as well. Trees falling, cars hitting their fences. There is no extra room on the non highway side to sure up the bridge as it is immediately their property. Yoshida gate makes it so a car actually has its ass end in the road if the gate is not open. Its always closed. There is no pull out space

available and no place to stabilize the bridge and add stabilization to it. Most of their river access is erosion and I have personally seen huge trees floating down and getting lodged into the area where the bridge meets the non highway side. The bridge needs to have a retaining wall and easement access on the non highway side for safety purposes. Any truck crossing illegally should be enforced with fines. I personally have seen trucks hold up traffic for the school busses because they are too big and not suppose to be on the bridge but they are. However the busses need a wider bridge so they can get the kids to school on time. I drive my kids everyday to school using 282nd to Troutdale road, to division, to 287th, to strebin, to kerslake, and down around to drop down onto stark to go to the bridge. This bridge also provides the students opportunities to participate in the Gresham area with easier access. This bridge is imperative and needs to be fixed but fixed with the future items I listed in mind as well. Creating an easement on the non highway side is very important for safety purposes. Where the sandy river house and Yoshida are. Its too tight with no stabilizer underneath.

- This is not a bridge for pedestrian or bicycle access and it should never be. We are not portland and don't need to accommodate this type of use.
This is for non commercial vehicles only to go about daily life. Anything more is burden to this community and metro and Multnomah County have a history of making things worse. They should not be involved in any decisions. This should be a put to a vote by local residents only.
- The bridge works fine now when semi trucks do not use it. Normal corbett/springdale folks know how to use it. It is all the out of towners who don't know how to drive
- Make bridge wide enough that we can get through with a horse trailer
- This bridge is critical in connecting Gresham/Troutdale and the highway/Springdale/Corbett. This is a major route for families taking children to/from CAPS/Corbett schools. Minimizing delays and downtime is critical.
- This Bridge connects users to a relaxed way to use the surrounding natural areas and businesses.
- Build the new bridge first before tearing down the old one. Keep the style the same.
- Make it wider with sidewalks.
- Please make it wider. My vehicle mirror have been hit many times by on coming traffic.
- This bridge is a lifeline for the small communities that access this daily so no delays please
- The total cost of the bridge should include the ongoing maintenance required. Also, find a way to pay for this without taxing us. You're already ruining one of our rural areas with the Portland Water Treatment Plan— and the maintenance alone for this will cost us taxpayers millions. Do not add more to our plates— with grants and other funding figure it out. I will vote no on any fees or bonds to build the bridge, and I will vote no on a levy to staff county staff to maintain the bridge,

- hopefully the designers will be able to find a balance between designing a bridge that reflects the character of the sandy river, and something that can be built as quickly as possible to minimize the disruption it will cause to people who live in Corbett.
- Many people have input, the locals should get priority as this is a major life line for us.
- Keep the old one up and working while the new one is being built. While the bridge is out of service it costs 100s in fuel to go around.
- The bridge definitely needs to be wider so that all forms of vehicles can cross without issues.
- Having the bridge closed is a HUGE impact on the people that live in Corbett. It adds so much time and extra driving and also puts extra strain on the even narrower Troutdale bridge.
- Along with making the bridge wider for safer travel it needs to have good lighting when it becomes dark. With the extra traffic over the bridge there also needs to be thought about extending the right turn lane by the fruit stand. This right turn lane turning from SE Stark St onto Troutdale Rd becomes a lake when it rains due to the major pot holes that get dug out into the gravel. The gravel is only a temporary fix and I have seen many people bottom out their cars trying to turn left not knowing how deep the pot hole is. If the new bridge goes in this turn lane will have more traffic and causing damage to residents cars.
- Prioritize the opinions of Corbett residents over "Portlands back yard" users and others who use the river in summer or attend our schools from outside. Those of us who live here should have design say as we love the land and live with it vs simply use it.
- It is a huge issue for residents east of the bridge to have both lanes shut down for as long as some of these proposed fixes. Shutting down for years will have long-term damaging effects on the local economy and families.
- Erect enough flashing warning signs " No turnaround ahead for semi trucks"
- Corbetts residents rely on bridge for emergency services. Long closures are life threatening. School traffic is horrible! Trucks keep damaging bridge
- I have lived in troutdale (on the historic hwy) for over 30 years. While I love to see troutdale thriving, I hate watching it lose the small town appeal it always had. I hate watching local areas catering to tourists and visitors more than it does to residents and locals.... so I hope that is kept in mind. Keep the historic appeal of the bridge and consider locals (troutdale/ corbett) more than the people who just visit
- I want it to look the same.
- Get it done quick since this is a safety concern for us Corbett residents.
- Do it right this time!
- The new bridge must create an easier approach for large trucks coming from the west. Most drivers cannot make that 90 degree right hand turn onto the bridge. Aside from the damage these large trucks are causing, my other main concern is the cliff above north

side of the bridge. That cliff and its instability has to be addressed before, during and after the construction of a new bridge. I'm curious what the plan is to keep drivers and workers safe from rocks falling and landslides.

- Old Troutdale and is Troutdale bridge is not capable to handle all the traffic.
- Needs be wider
- Getting the job completed as quickly as possible would save me a lot of fuel, time and stress
- Please innovate this passage into and out of Gresham. It's vital to our community, livelihood and finances. Thanks!
- If you do this project, please build the new bridge right next to the current bridge and keep the current bridge open during the new construction. After the new bridge is completed then demolish the old one. Also, have you inquired about purchasing the new bridge from the USACE ?
- it seems like every year somebody dies from jumping off the side of the bridge, in the summer not realizing the river is shallow. I would love a way for people to not be able to do that
- This bridge is SO important to everyone living in Springdale and Corbett. It was clear how much we used it when it was close for 6 months in 2025 for repairs. We all want a new wider bridge but want it quickly.
- This bridge could last even longer if the county would have placed good signage to keep over length semi trailers off it
- Please get this done as fast as possible. It's a huge inconvenience for Corbett residents.
- Semi trucks will use the bridge even if they aren't allowed, so it needs to accommodate them.
- bigger is better please
- The new bridge should have trash cans on either side, as a pedestrian I notice lots of cans and trash on the bridge.
- Please make it wider to accommodate bigger modern vehicles. Also maybe re route semis.
- The large trucks shouldn't be allow anywhere near it...
- Don't let trucks on this bridge.
- It would be nice to have a safer pedestrian viewpoint on the bridge as the views are beautiful.
- Please dont remove the bridge. I use the bridge twice every day Monday thru Saturday to deliver the mail. Having to go around is a hassle. Keep the bridge open while creating the new one to lessen the impact.
- As a Search and Rescue volunteer driver it's always a concern if our equipment will be blocked by other passing vehicals

- Semi trucks do not “Have To” use the bridge and should be banned from using it now or in the future. It is iconic and that should be preserved.

- Go for it.

- The Historical nature of the area deserves more than just a concrete and steel monstrosity of a bridge. It should reflect a mix of the old Historical river highway with a blend of new modern.

At the same time being comfortable wide enough for a 26ft box truck (no semis) with a walking and biking path. Nature always adapts and recovers. It'll recover from a new bridge as well.

- Don't rename the bridge with your woke bullshit!
- Stop the large commercial trucks from using the bridge now!
- The bridge design should take into account the need for a turn lane onto the bridge that allows for north bound traffic to move around those turning onto the bridge. The rock hillside has been unstable in the past, and sitting there waiting for people to get across the bridge can be very scary.
- Future proof design and development should be prioritized.
- Just build a bridge dont need to put a bunch of bells and whistles on it. A cost effective bridge that traffic and pedestrians can cross safely on thats it.
- The cheapest solution is to close the bridge to cars altogether - they could just use the extremely nearby Halsey bridge. The Stark Street Bridge could be a safe refuge for folks on bikes or on foot, as opposed to currently where it's a terrifying prospect as enraged drivers can't fit past and don't seem patient enough to wait.
- I've lived in the area 50 years. I love that area where the bridge crosses the Sandy River however it does need to be wider and more easily accessible from the Columbia River Hwy.
- A little wider bridge would be nice
- no thanks for asking for feedback!
- Two one-lane bridges would be great.
- I want to keep informed about the steps being taken to replace the current bridge and what others are thinking.
- When building the new bridge, please keep the old one open until the new bridge can be put in the old one's place.
- there should stay a protected place for pedestrians and bikes separate from the cars. This should be wider than the current width to accommodate people who just want to stand and look at the beautiful river.
- The people of Corbett should have a greater voice than random users of the park or cyclists. We are the ones that use this daily and have been the most impacted by the closures.

- In addition to building a new span, keeping the existing structure for non motor vehicle uses would offer opportunities for significant cost savings, retention of historic/aesthetic character, and social/recreational benefits. Having a back-up bridge would also reduce the impacts of the inevitable closures.

I speak from experience as I developed the plan for the successful conversion of the railroad bridge across the Willamette River in Salem into a bike/ped facility. The project also allows for emergency vehicle access when the adjoining bridges are clogged or otherwise out of commission I would like offer my expertise to this planning process.

- I know the project would be a monster but I would love a complete bridge replacement. The current bridge is just not usable for the traffic it sees now and moving the bridge location would be pretty difficult as well.