



Community Task Force Meeting #25

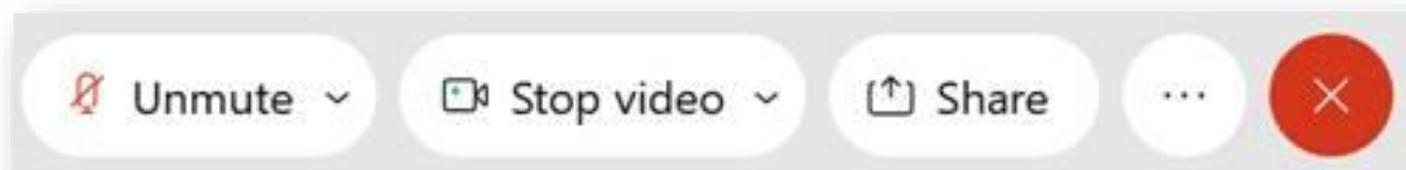
*Members join meeting via
WebEx link in calendar invite*

*NOTE: Meeting is live to the
public and recorded*

Department of Community Services
Transportation Division
June 14, 2021

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Liz Stoppelman:

(916) 200-5123

Liz.Stoppelman@hdrinc.com



Agenda

1. Welcome, Introductions & Housekeeping
2. Public Comment
3. Project Update
4. Cost Saving Measures Under Analysis
5. Workplan Update
6. Open Discussion
7. Next Steps



Introductions and Roll Call

Community Task Force

- **Amy Rathfelder**, Portland Business Alliance
- **Art Graves**, Multnomah County Bike and Pedestrian Citizen Advisory Committee
- **Dennis Corwin**, Portland Spirit
- **Ed Wortman**, Community Member
- **Frederick Cooper**, Laurelhurst Neighborhood Emergency Team and Laurelhurst Neighborhood Association
- **Gabe Rahe**, Burnside Skate Park
- **Howie Bierbaum**, Portland Saturday Market
- **Jackie Tate**, Community Member
- **Jane Gordon**, University of Oregon
- **Jennifer Stein**, Central City Concern
- **Marie Dodds**, AAA of Oregon
- **Neil Jensen**, Gresham Area Chamber of Commerce
- **Paul Leitman**, Oregon Walks
- **TBD**, Old Town Community Association
- **Peter Finley Fry**, Central Eastside Industrial Council
- **Sharon Wood Wortman**, Community Member
- **Stella Funk Butler**, Coalition of Gresham Neighborhood Associations
- **Susan Lindsay**, Buckman Community Association
- **Tesia Eisenberg**, Mercy Corps
- **William Burgel**, Portland Freight Advisory Committee





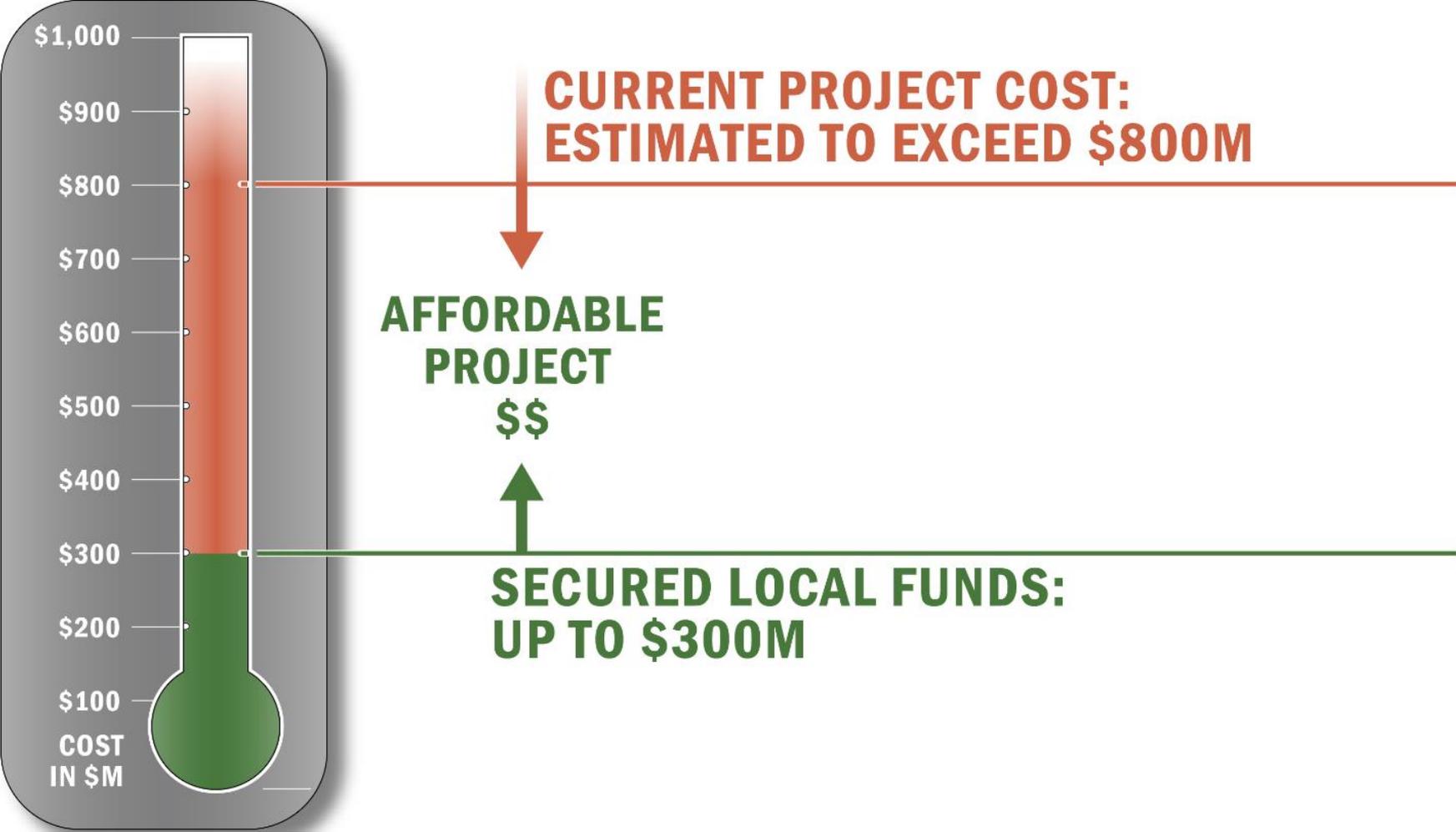


Project Update



Funding Context

Must achieve an affordable Project to be viable



Note: City of Portland and other local cities agreed to forego VRF revenue to provide financial support of the project.

Project Update

Funding Opportunities and Approaches

Funding Opportunities

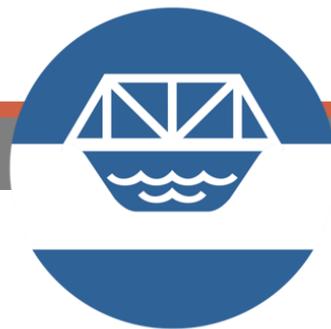
- Federal Transportation & Infrastructure Package
- Federal RAISE Grant
- Potential Future Regional Transportation Bond Measure
- Multnomah County Vehicle Registration Fee (secured)



Approaches

- Cost reductions
- Establishing a cost cap





Cost Saving Measures Under Analysis



Guiding Principles

- Moving forward with recommended Long Span Replacement Alternative
- Ensure the Purpose and Need is met
 - Seismic resiliency
 - Emergency response and regional recovery
 - Long term transportation needs
- Maintain County's equity lens
- Fiscal responsibility



Cost Saving Measures

Range of Cost Saving Options being Considered

1. Bridge-specific Changes
 - 1a. Bridge Types
 - 1b. Bridge Width
 - 1c. Approach Span Lengths
2. Property Impacts / ROW Acquisition
3. Connections to Skidmore MAX, Eastbank Esplanade
4. Aesthetic Enhancements
5. Delivery Method



Cost Saving Measures NOT Pursued

Things we considered but chose NOT to pursue

The Project will not:

- Reduce seismic design criteria
- Eliminate potential for future Streetcar
- Reduce to three vehicular lanes
- Eliminate capacity for oversized and specialized heavy haul vehicles
- Reduce bike/ped width to less than 14-feet
- Remove the crash worthy barrier between vehicular lanes and bike/ped space



West Approach Bridge Type

Girder Type with Two Supports in Waterfront Park

Existing condition



West Approach Bridge Type

Girder Type with Two Supports in Waterfront Park

**\$5 - \$10M
Savings**



(UNDER ANALYSIS)

Design Advice Provided to Project Team:

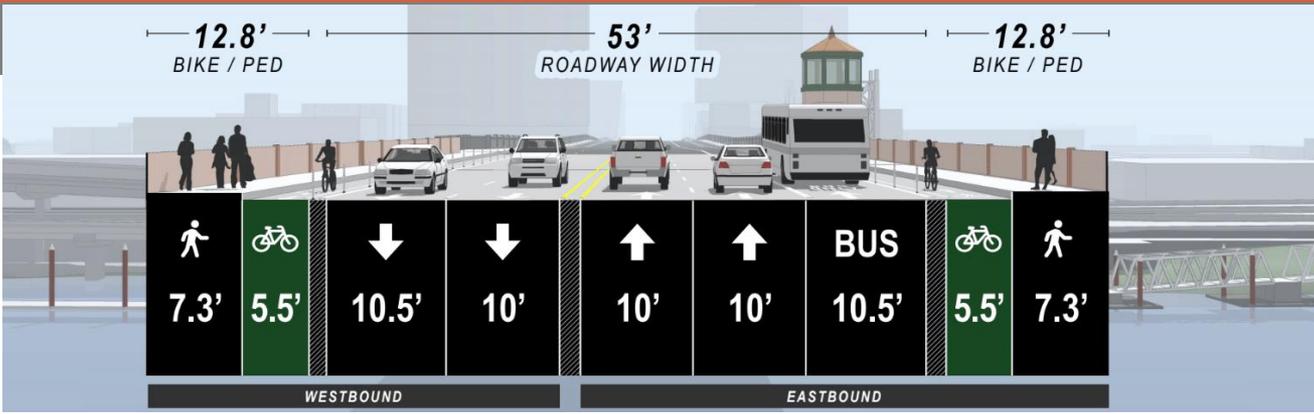


- Due to visual impacts to historic districts, Girder-styled west approach option best meets zoning code and historic guidelines
- Bascule movable bridge option minimizes impacts to views
- Cable Supported option offers similar scale and visual cohesion to east side building heights
- Cable Supported option offers more transparency
- Preference for “observable asymmetry” due to distinct differences in urban fabric on west and east sides

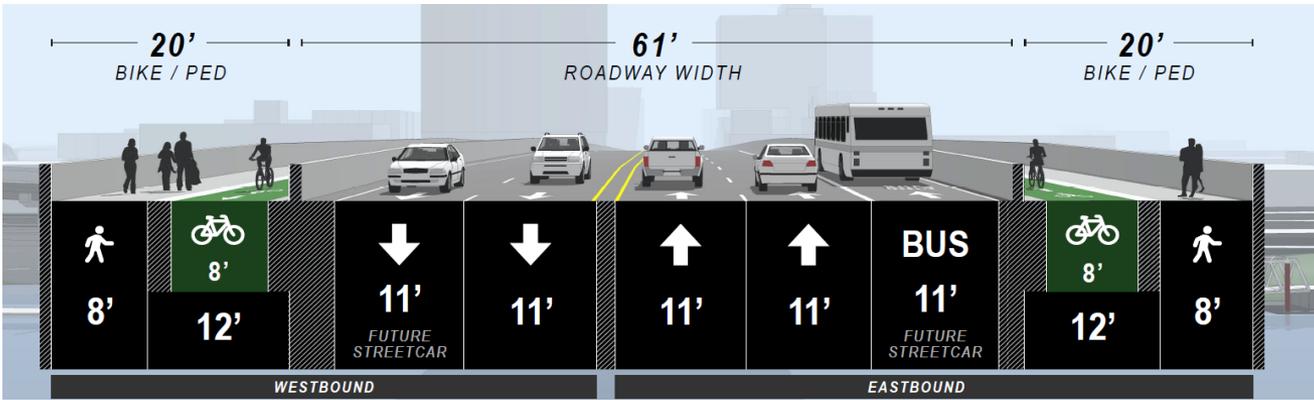
Bridge Cross Section

Narrower Bridge

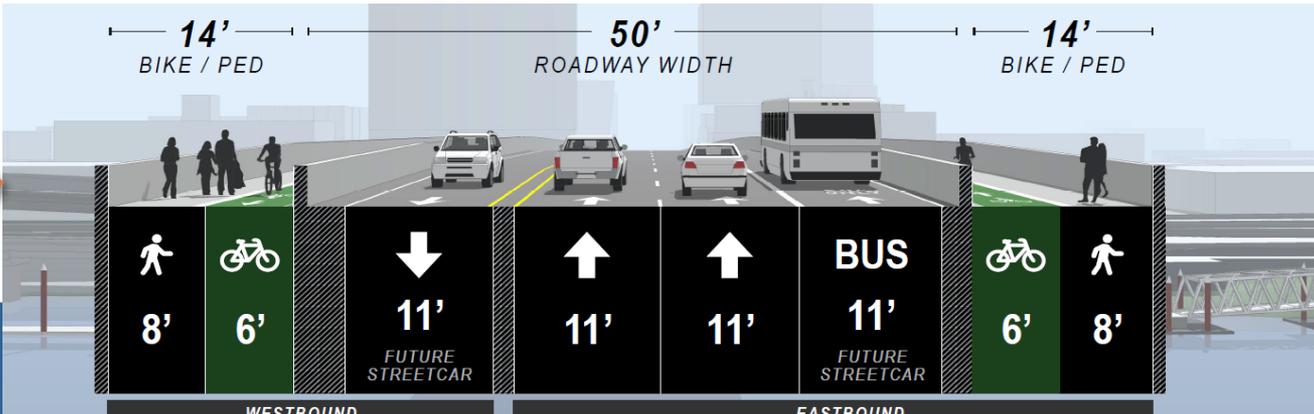
Existing Cross Section



DEIS Cross Section



Refined Cross Section Under Analysis

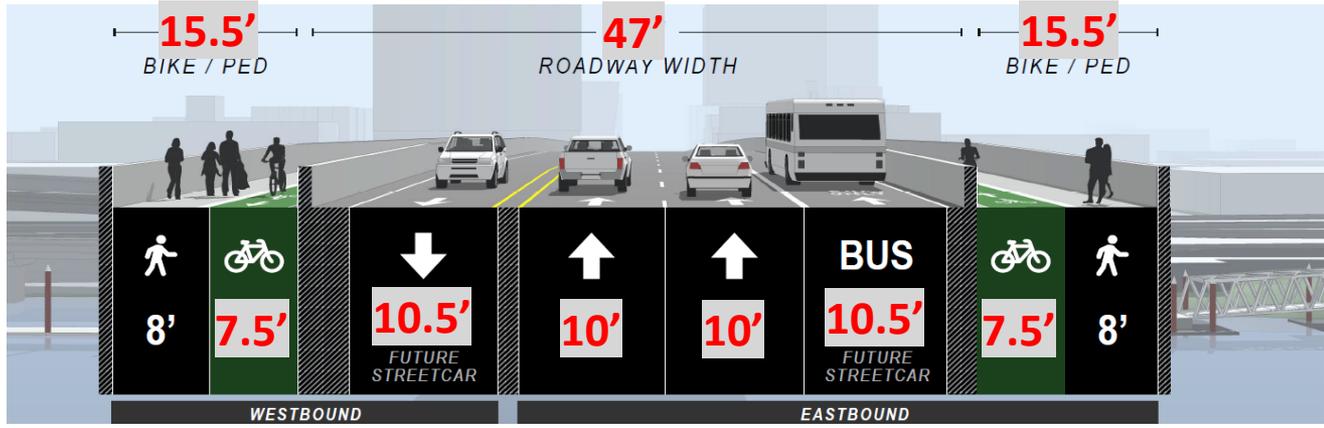
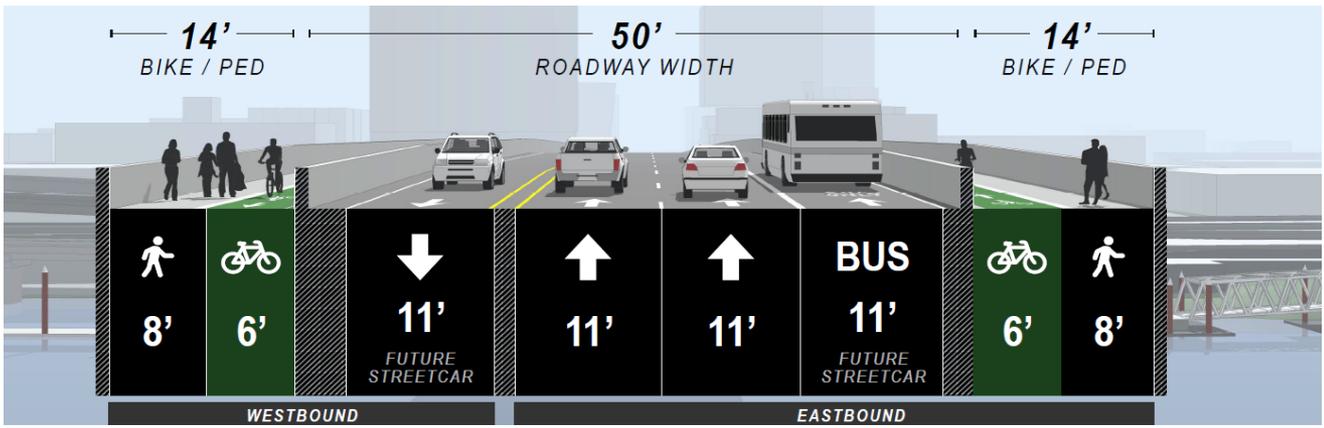


\$140 - \$165M Savings

Bridge Cross Section

Narrower Bridge: Space Allocation Options

Project team will study various ways space could be allocated as part of the Multi-Modal Working Group meetings



* Note: Buffer between bike / pedestrian spaces not shown

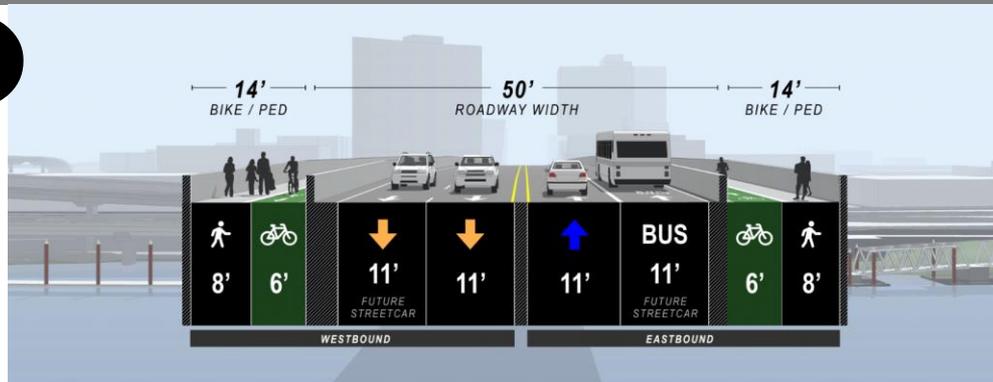
Traffic Lane Configurations

Three Study Options

Option 1 (Balanced):

2 WB General Purpose + 2 EB (1 General Purpose and 1 Bus lane)

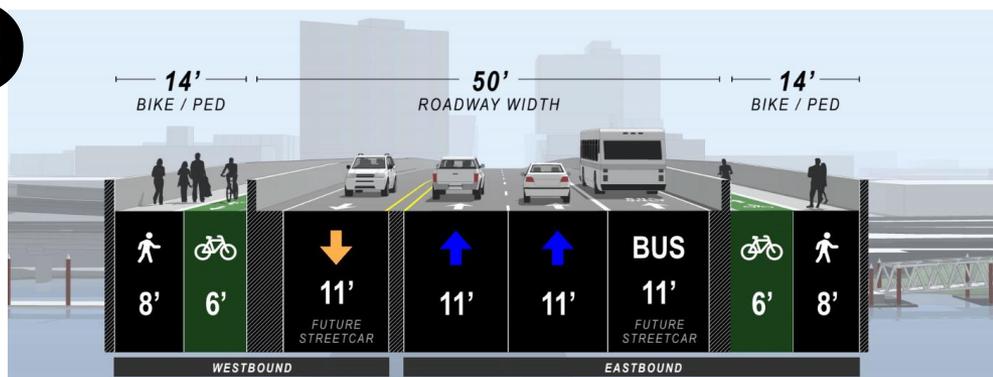
1



Option 2 (EB Focus):

1 WB General Purpose + 3 EB (2 General Purpose and 1 EB Bus lane)

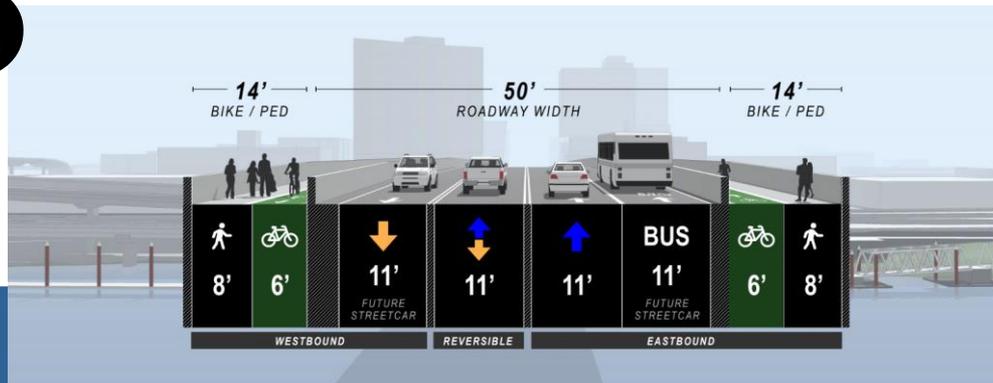
2



Option 3 (Reversible Lane):

1 WB + 1 Reversible Lane + 2 EB (1 GP and 1 Bus lane)

3



(UNDER ANALYSIS)

5. Skatepark Column Relocation

DEIS Preferred Alternative



**400' long extended steel girder span
over Burnside Skatepark and 2nd Ave**

Burnside Skatepark

2nd Ave



Does not apply to Cable Stayed bridge type

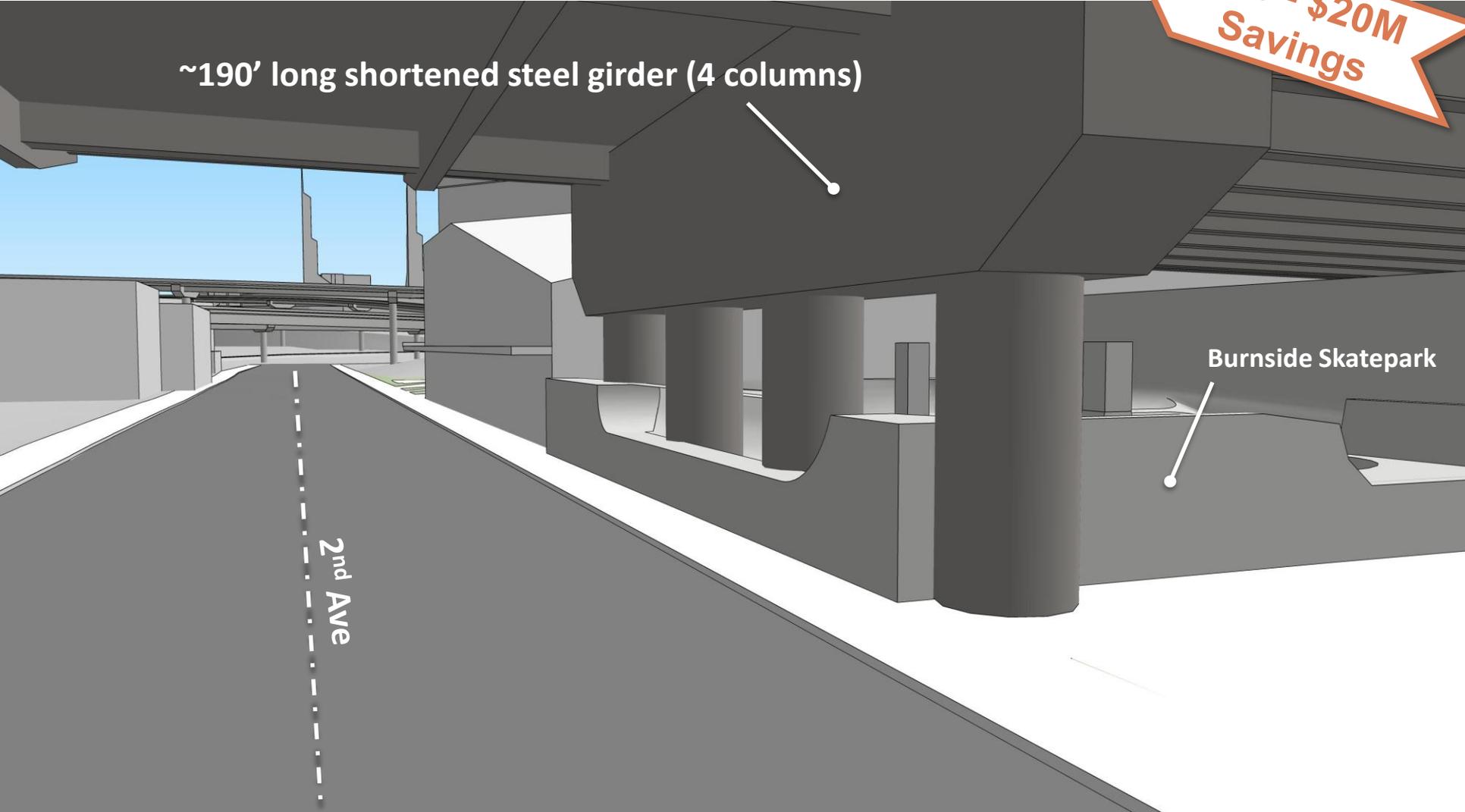
5. Skatepark Column Relocation



TIED ARCH ONLY: Alt 1, partial Skatepark impact

\$15 - \$20M Savings

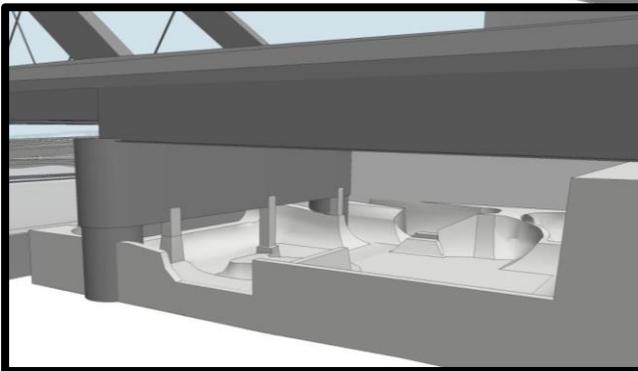
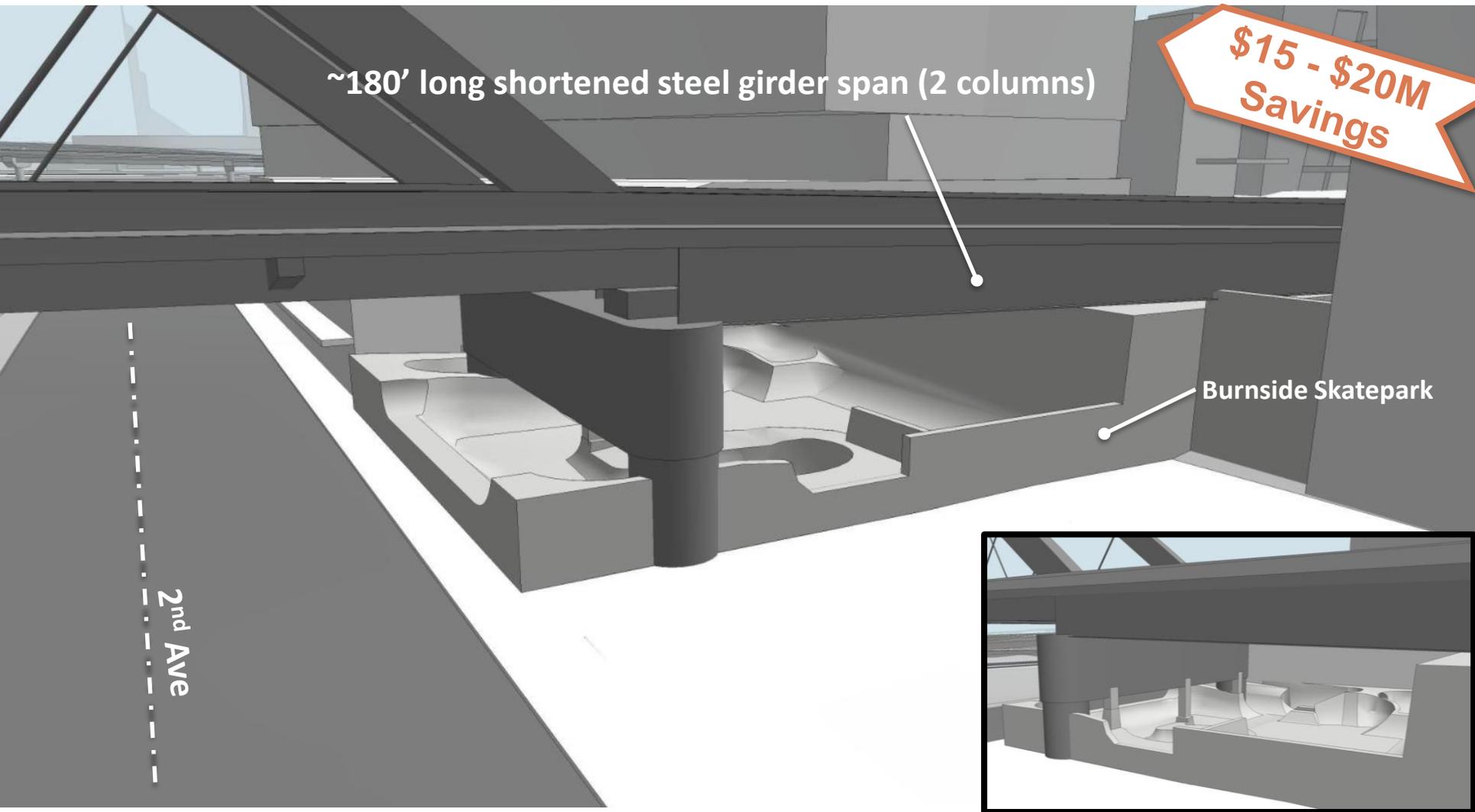
~190' long shortened steel girder (4 columns)



Cable Stayed bridge type likely avoids a permanent Skatepark impact

5. Skatepark Column Relocation

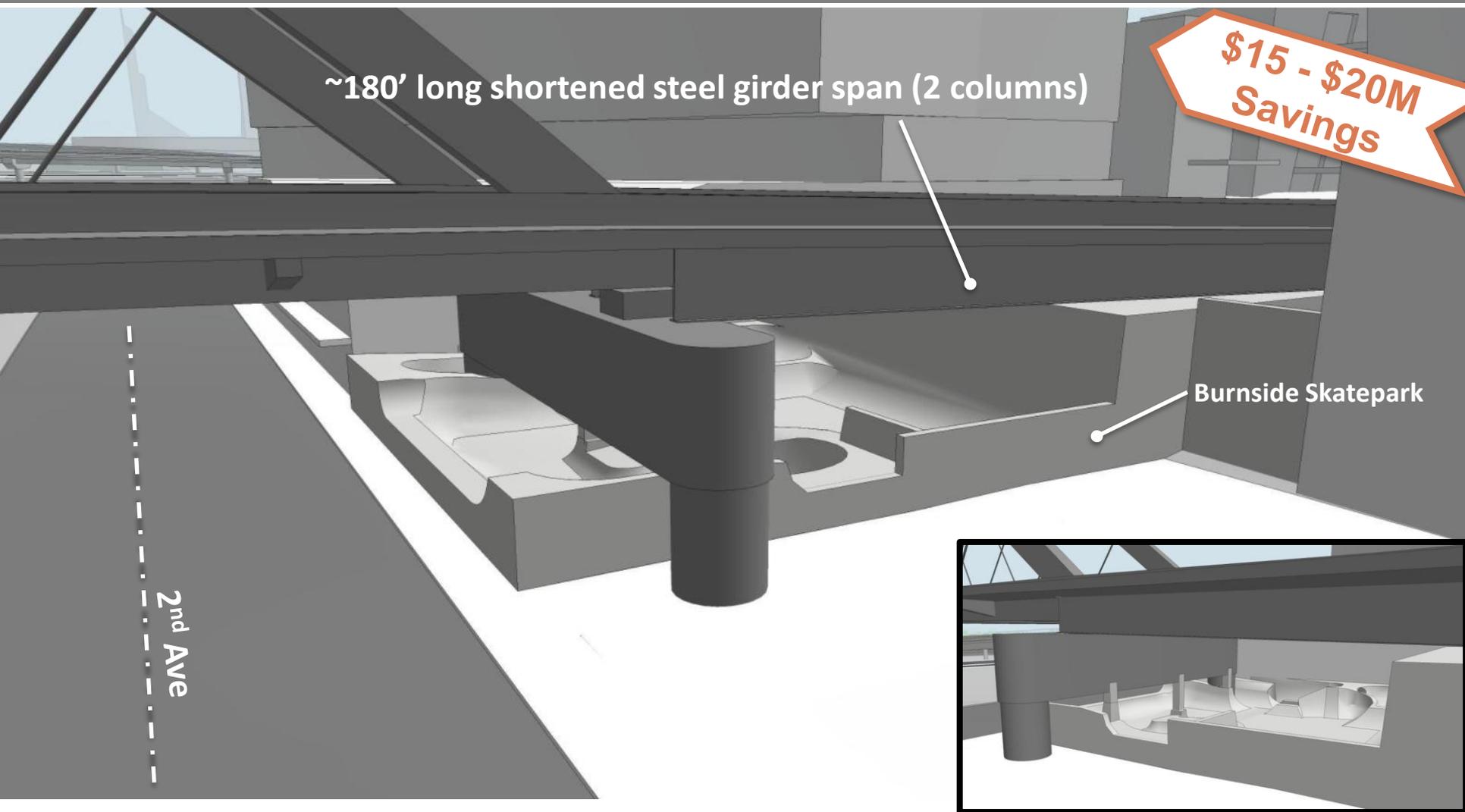
TIED ARCH ONLY: Alt 2, partial Skatepark impact, two column support



Cable Stayed bridge type likely avoids a permanent Skatepark impact

5. Skatepark Column Relocation

TIED ARCH ONLY: Alt 2b, partial Skatepark impact, two column support

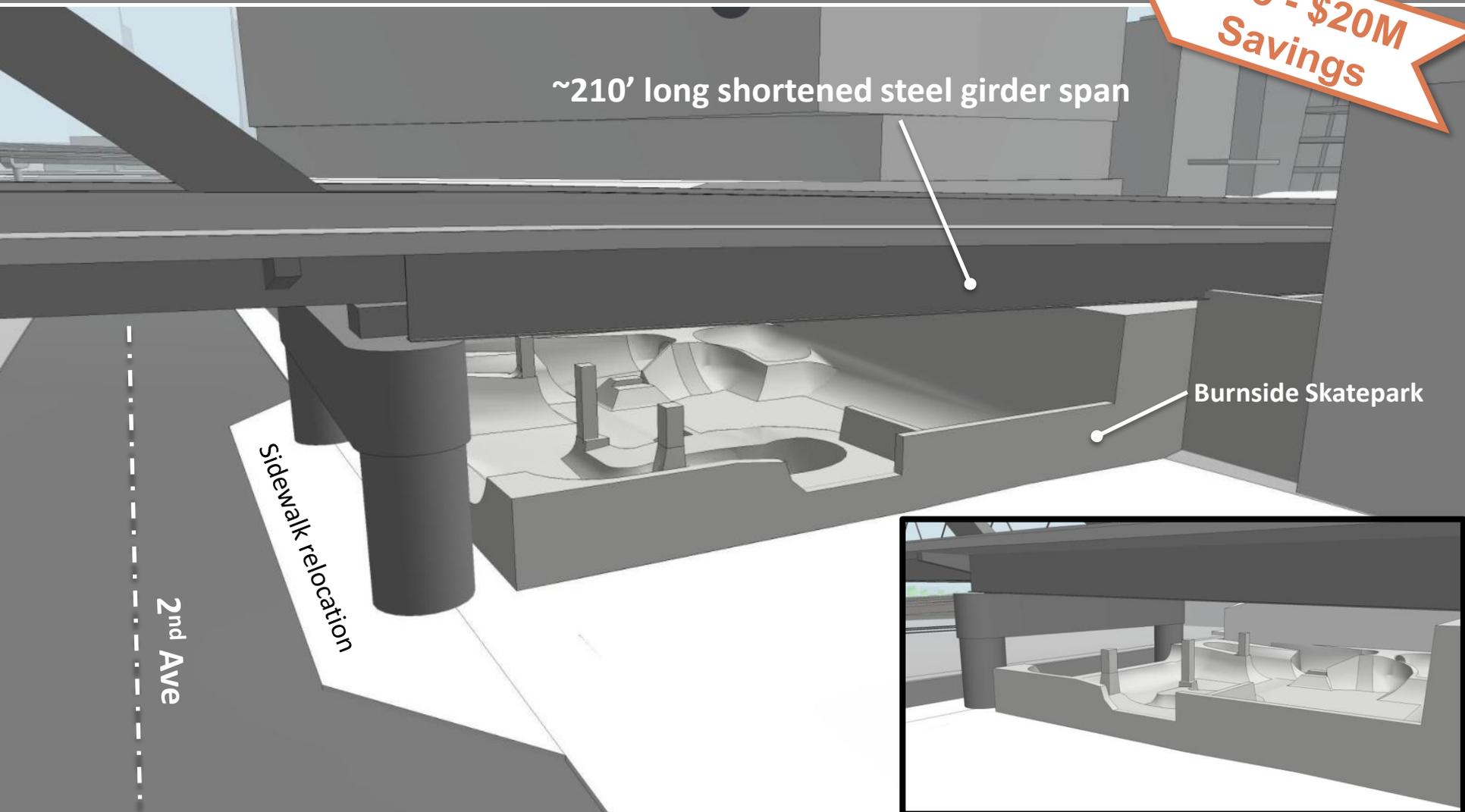


Cable Stayed bridge type likely avoids a permanent Skatepark impact

5. Skatepark Column Relocation

TIED ARCH ONLY: Alt 3, avoids Skatepark

\$15 - \$20M Savings

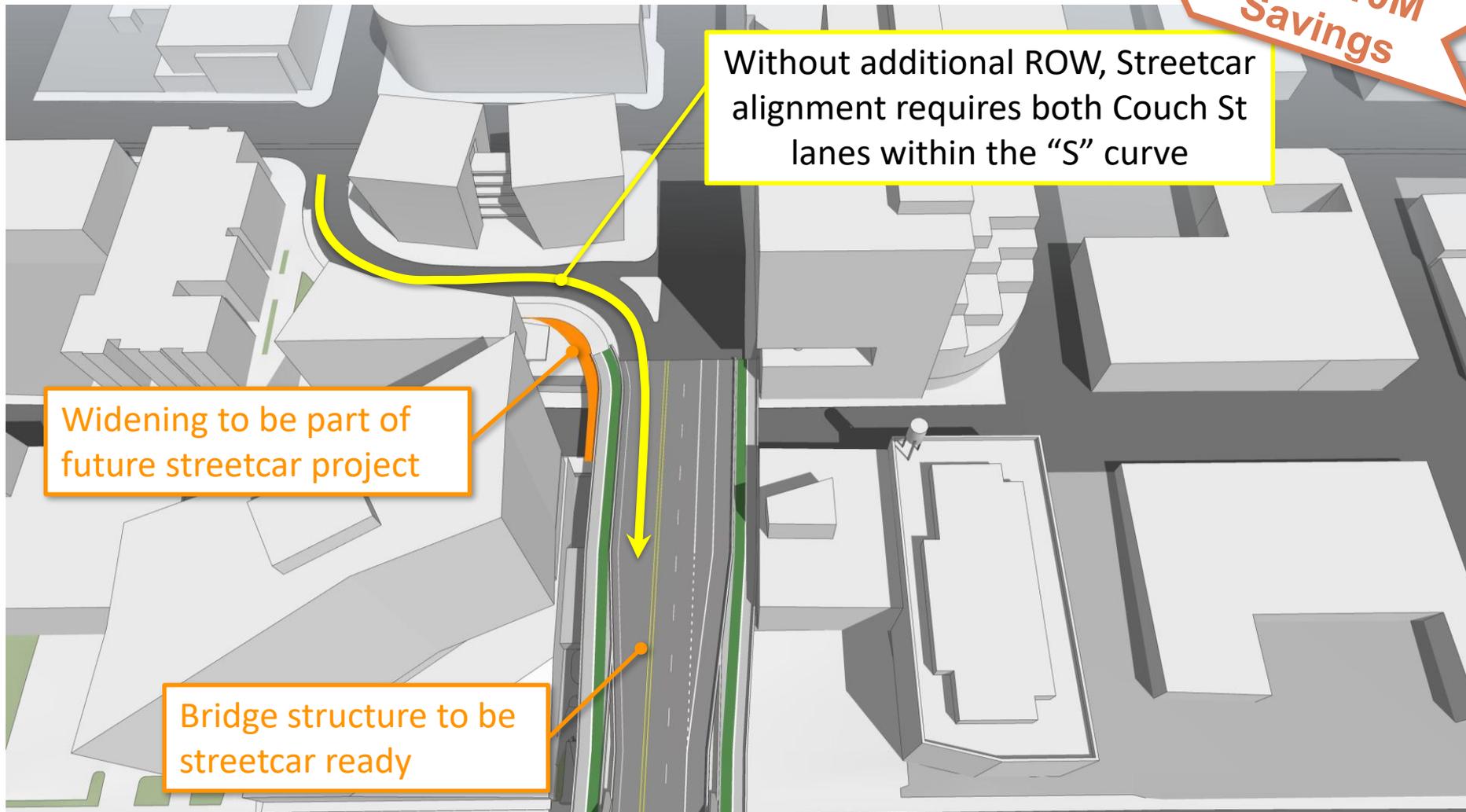


Cable Stayed bridge type likely avoids a permanent Skatepark impact

2. Property Impact / Right of Way

No Permanent ROW Impacts for Streetcar

\$5 - \$10M
Savings



(UNDER ANALYSIS)

3. Connections to MAX / Esplanade

County to fund least cost option to facilities below

**North & South Stairs to
Skidmore Max Station**



Owner: Multnomah County

**South Stairs to
Eastbank Esplanade**



Owner: City of Portland



(UNDER ANALYSIS)

Cost Saving Measures

Range of Cost Saving Options being Considered

Topic Buckets	Cost Savings Item	Preliminary Cost Savings Range
1a. Bridge Specific	Girder vs Long Span (on West Approach)	\$5M to \$10M
	Cable Stayed vs Tied Arch	(Pending Type Sel.)
	Lift vs Bascule	(Pending Type Sel.)
1b. Bridge Width	Roadway reduced from 5 to 4 vehicle lanes	\$85M to \$100M
	Sidewalks / Bike lanes reduced from 20' to 14'	\$55M to \$65M
1c. Approach Span Lengths	Additional columns (i.e., Burnside Skatepark)	\$15M to \$20M
2. Property Impacts / ROW Acquisition	No ROW Acquisition on Couch Couplet for Streetcar	\$5M to \$10M
3. Connections to MAX / Esplanade	Cap County contribution to least-cost option	TBD
4. Aesthetic Enhancements	Limit Aesthetics / Lighting / Urban Design/ Landscaping	\$5M to \$10M
5. Delivery Method	“Best Value” Bid vs CM/GC Delivery	TBD
Cost Savings Range:		\$175M - \$220M





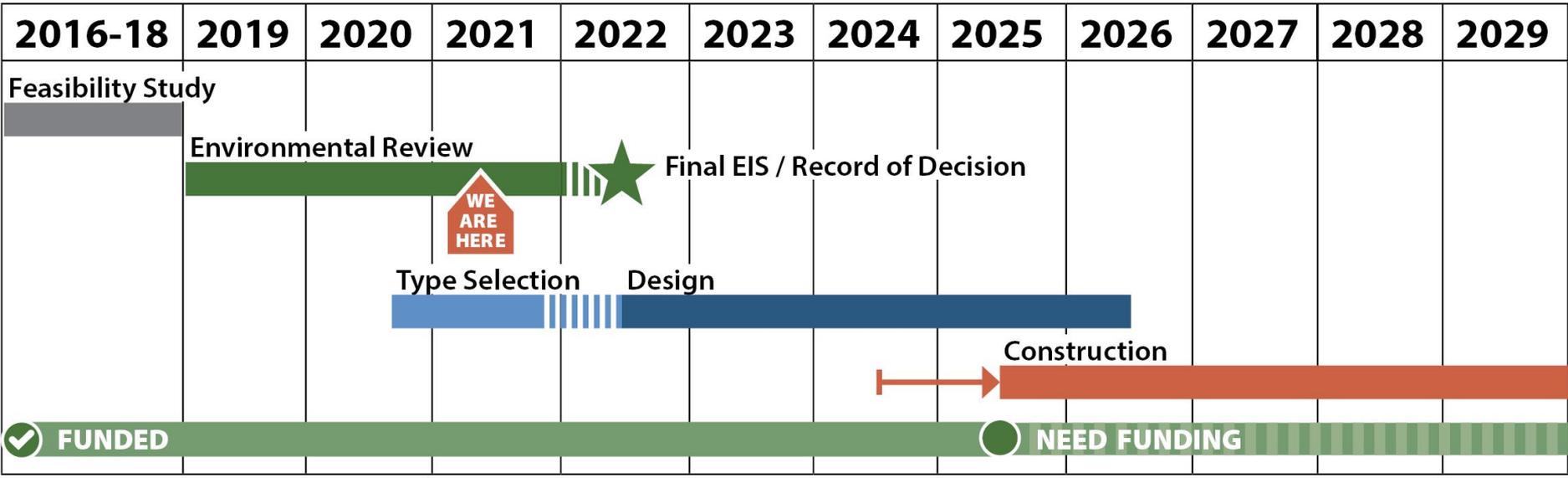
Open Discussion and Questions





Workplan Update

Project Timeline

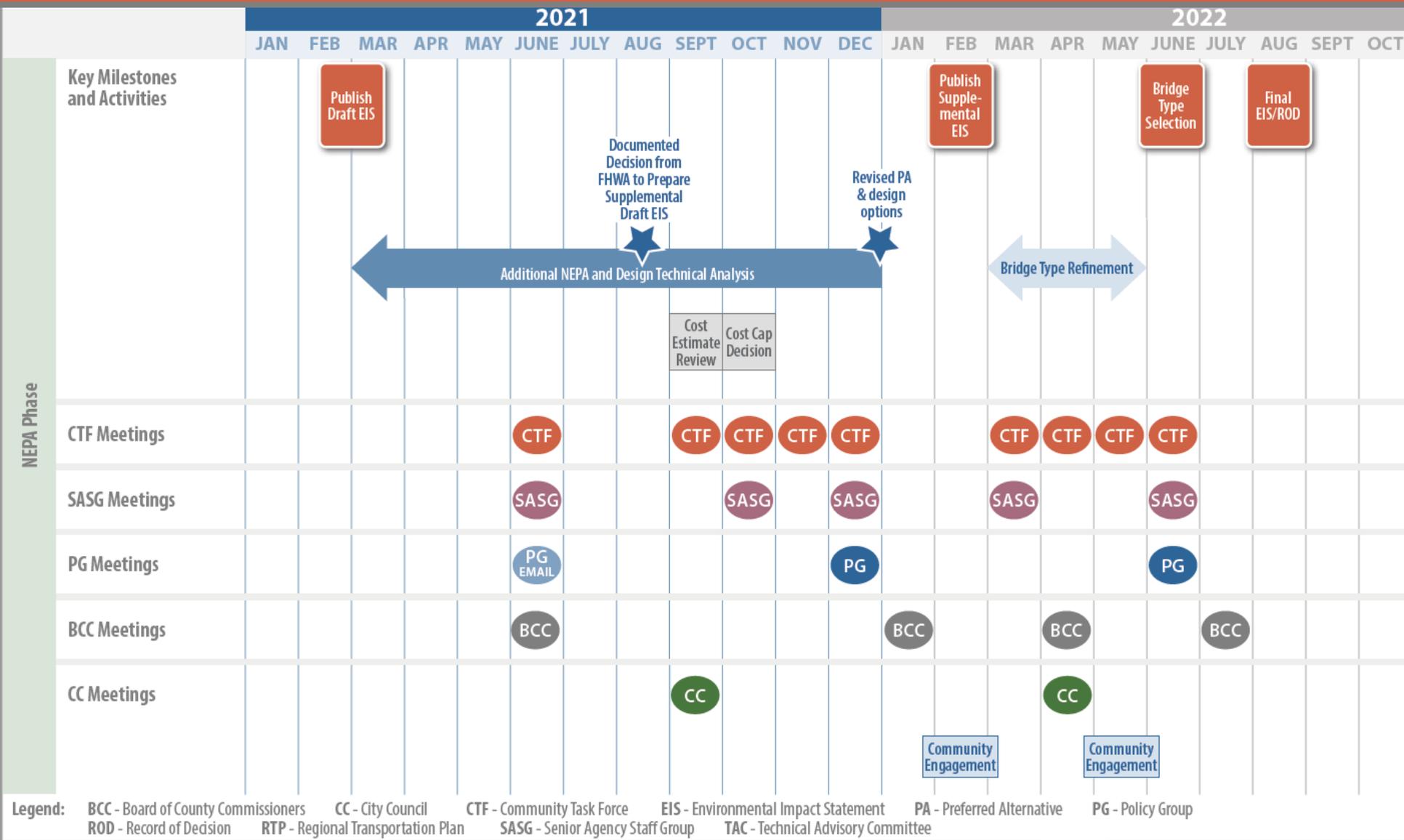


Key Schedule Changes

- Final EIS moved out six months to accommodate additional analysis
- Construction start moved to reflect when we think we'll have funding by



Updated Schedule & Workplan



Legend: BCC - Board of County Commissioners CC - City Council CTF - Community Task Force EIS - Environmental Impact Statement PA - Preferred Alternative PG - Policy Group
 ROD - Record of Decision RTP - Regional Transportation Plan SASG - Senior Agency Staff Group TAC - Technical Advisory Committee



Working Groups

Urban Design & Aesthetics

- Aesthetic / Urban Design insights per bridge type
- Recommendation on type selection evaluation criteria

July 2021

Bridge & Seismic

- Technical bridge design differentiators
- Seismic performance findings

July 2021

Constructability

- Construction methods and durations
- Range of potential impacts

Sept 2021

Natural Resources

- Impacts to natural resources

Summer 2021

Diversity, Equity & Inclusion

- Bridge option impacts to DEI principles

Fall 2021

Multi-Modal

- Technical input on the bridge uses, typical sections, and connections to the existing multi-modal networks

July 2021

Historic/Cultural Resources

- Impacts to historic and cultural resources

Fall 2021



- **Spring / Summer 2021 – Technical Analysis**
- **Fall 2021 – CTF Meetings**
 - Review analysis findings, county cost cap decision and cost saving recommendations
 - Seek CTF concurrence on recommendations
- **Fall / Winter 2021 – Continued Outreach to Community Stakeholders**
- **February 2022 – Community Outreach with Publication of Supplemental Draft EIS**
- **Spring 2022 – Finalize Type Selection Recommendation**
- **Summer 2022 – Final EIS and Record of Decision**





Open Discussion

Thank you!

