



Community Task Force Meeting #26

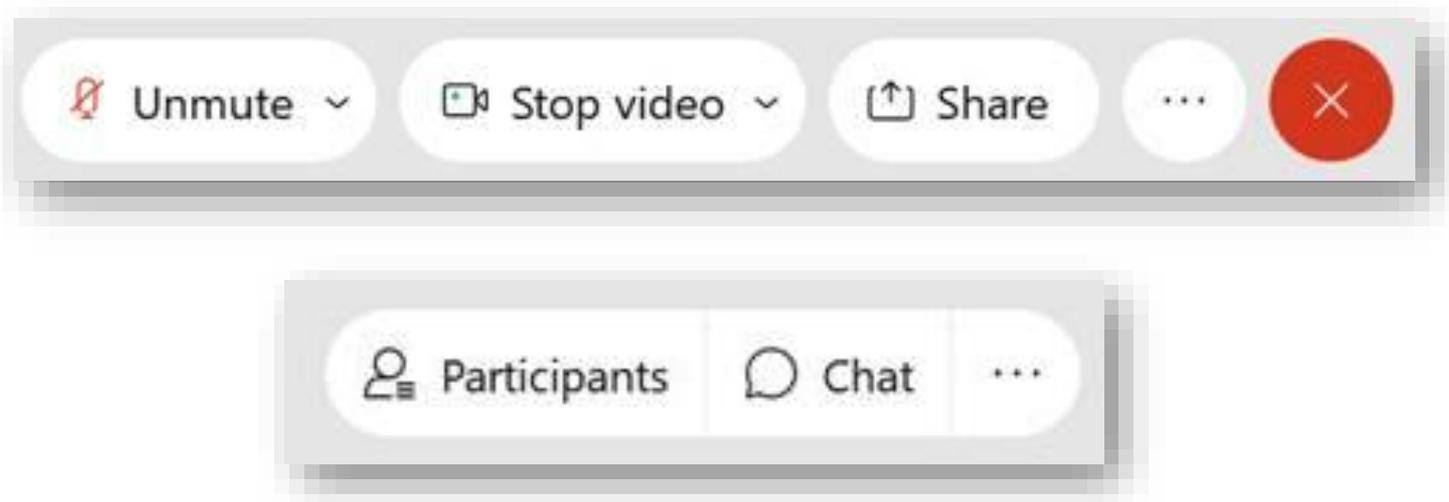
*Members join meeting via
WebEx link in calendar invite*

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

Multnomah County
Department of Community Services
Transportation Division
September 13, 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 – Early Findings
5. Bridge Type Selection – Next Steps
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





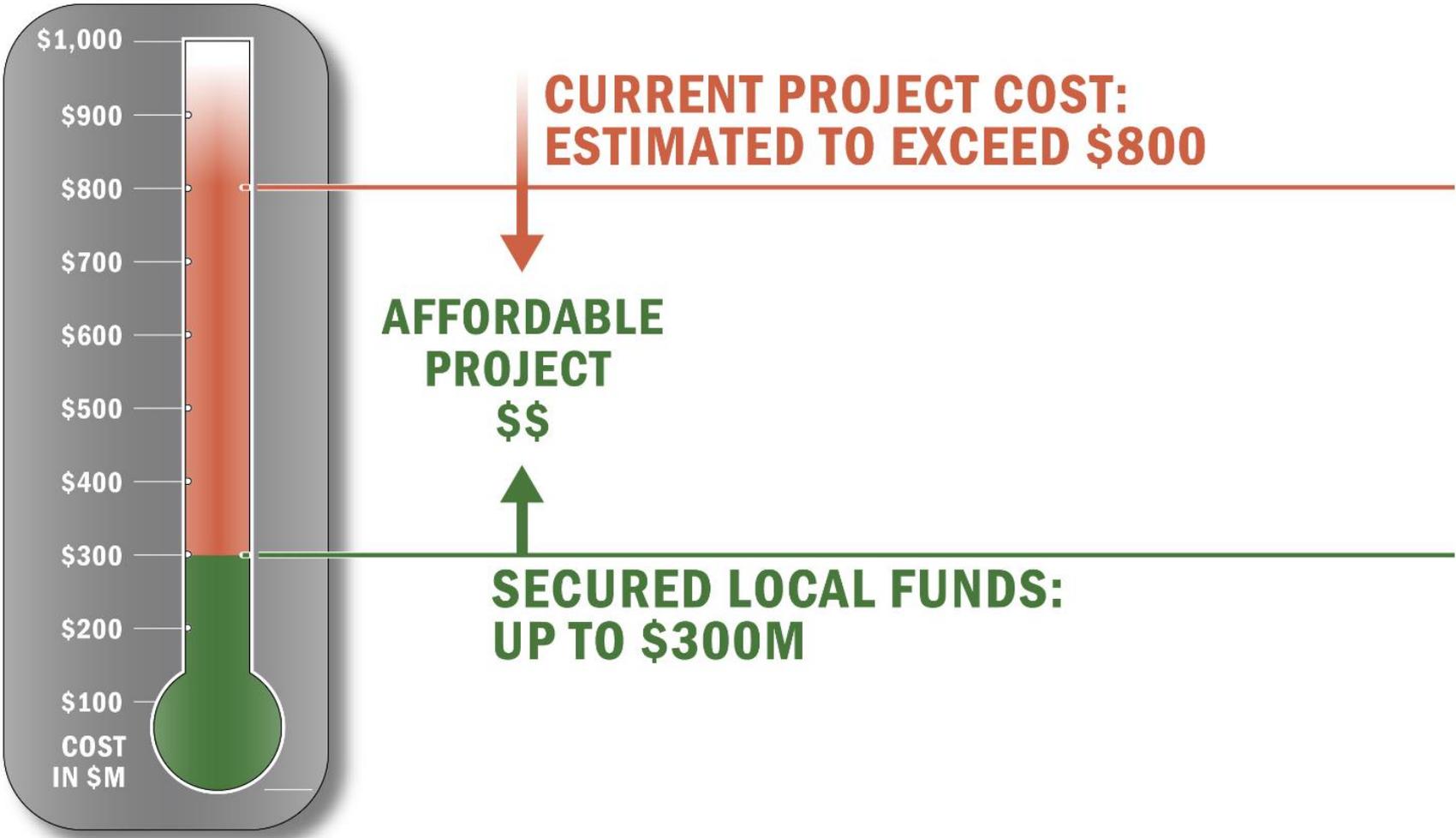


Project Update



Funding Status

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.

Funding Status

Funding Opportunities and Approaches

Funding Opportunities

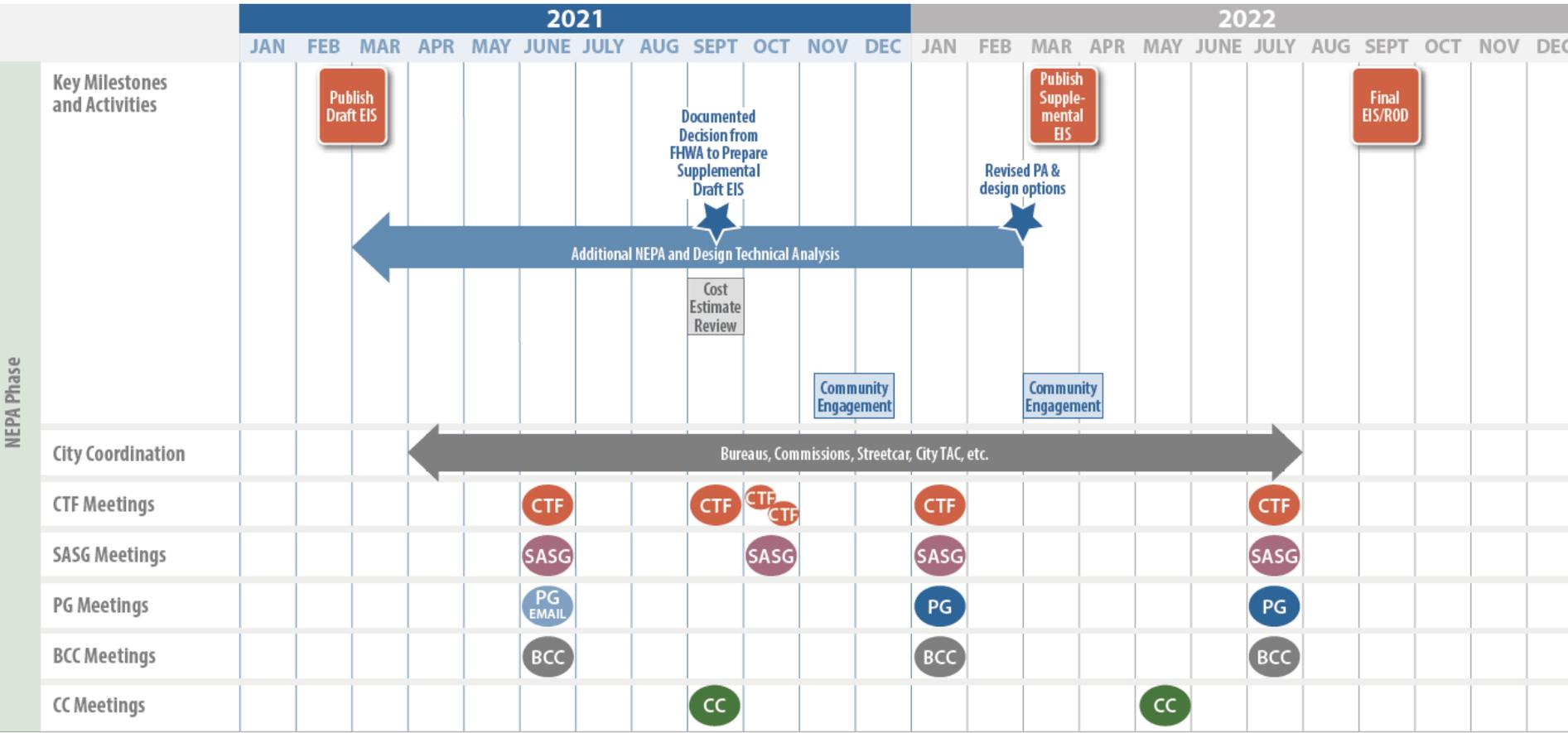
- Federal Transportation & Infrastructure Package
- Federal RAISE Grant
- Potential Future Regional Transportation Bond Measure
- Multnomah County Vehicle Registration Fee (secured)





Workplan Update

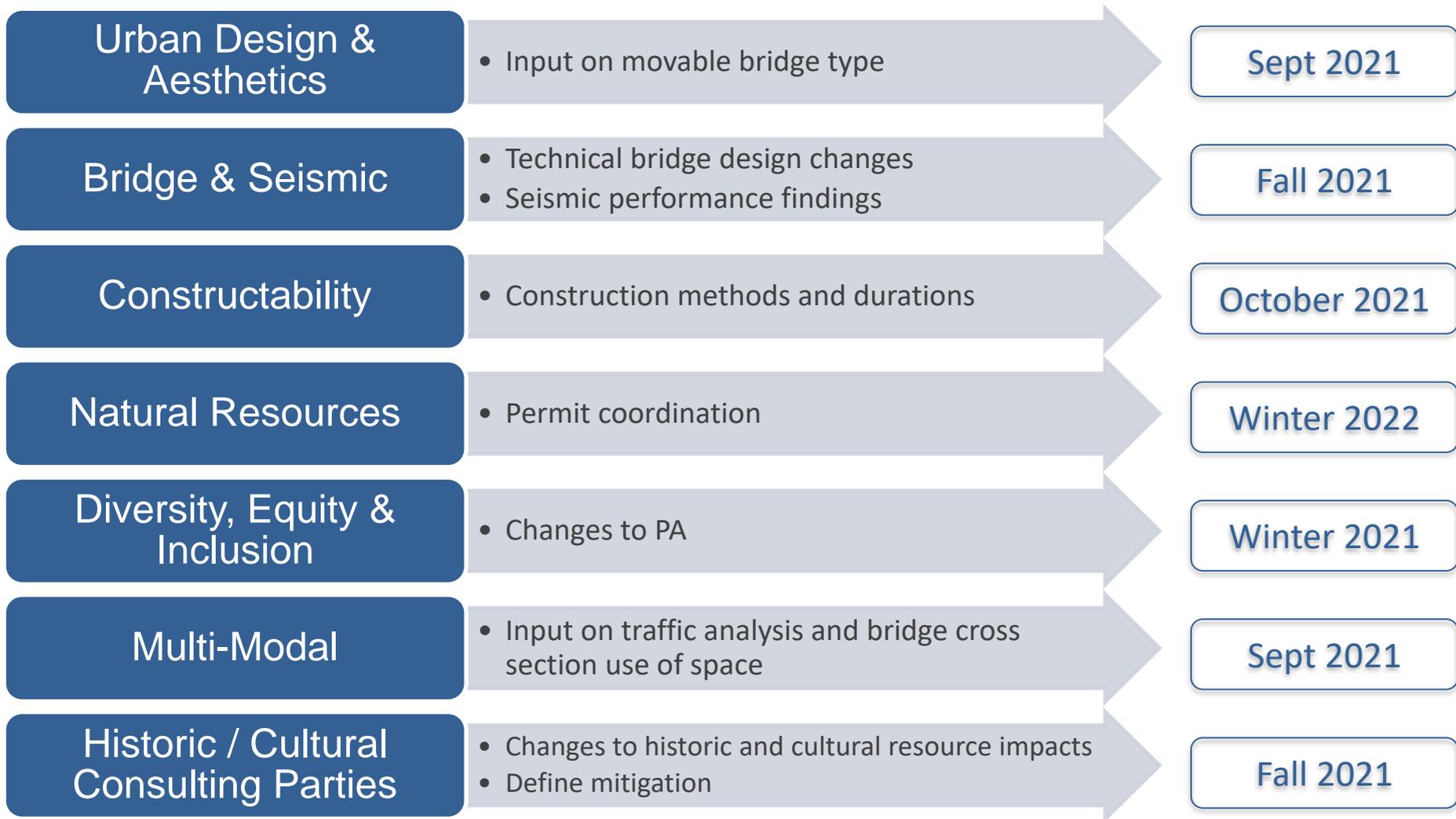
Updated Schedule & Workplan



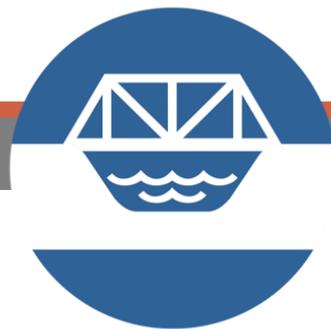
Legend: BCC - Board of County Commissioners CC - City Council CTF - Community Task Force EIS - Environmental Impact Statement PA - Preferred Alternative
 PG - Policy Group RTP - Regional Transportation Plan SASG - Senior Agency Staff Group TAC - Technical Advisory Committee



Working Groups



**CTF members invited to attend working group meetings as desired*



Cost Saving Measures – Status Update



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



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



Cost Saving Measures

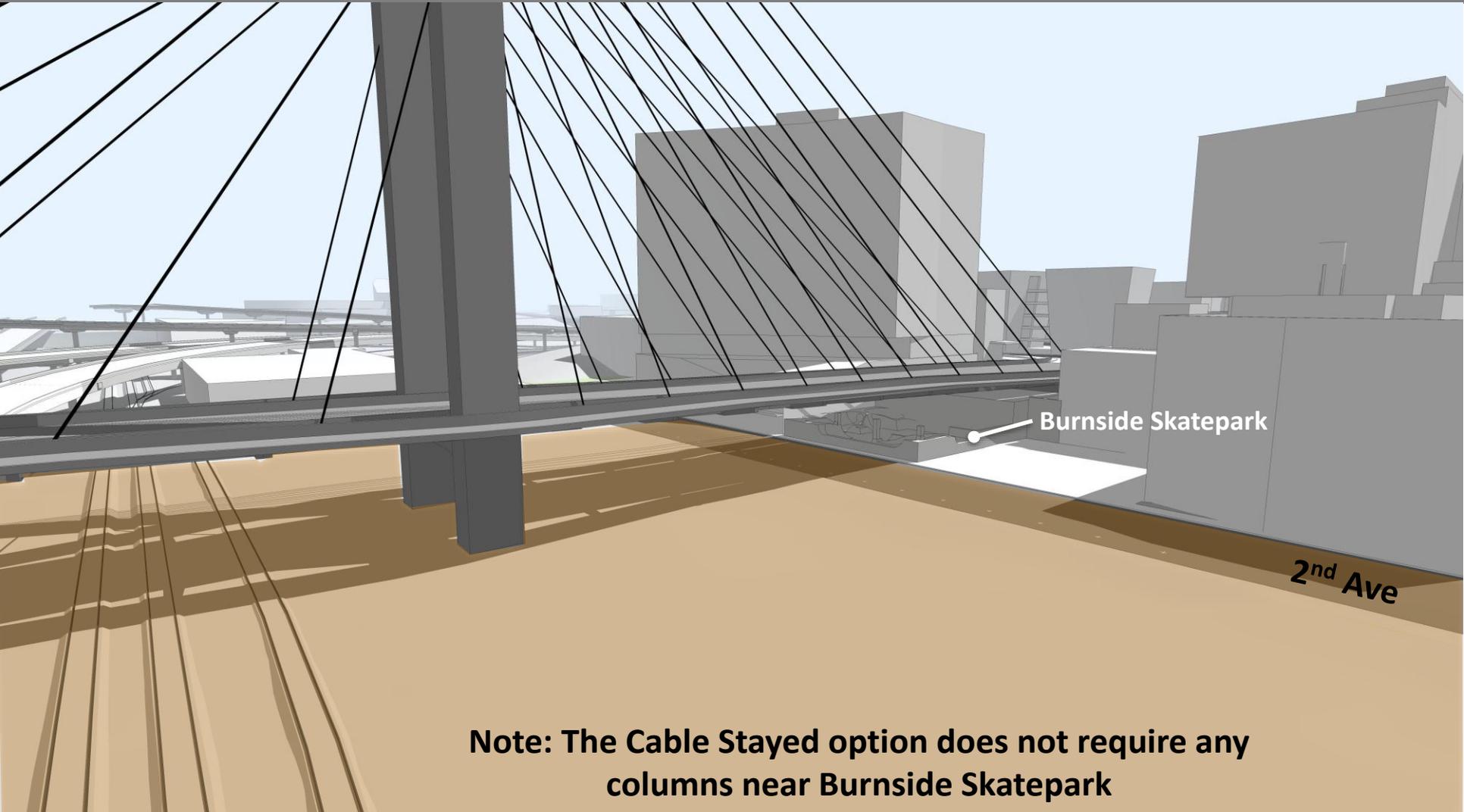
Early Findings

1. East approach support location
2. Streetcar ROW
3. Bridge width reduction
 - a. Traffic lane reduction
 - b. Bike/Ped width



1. East Approach Support Location

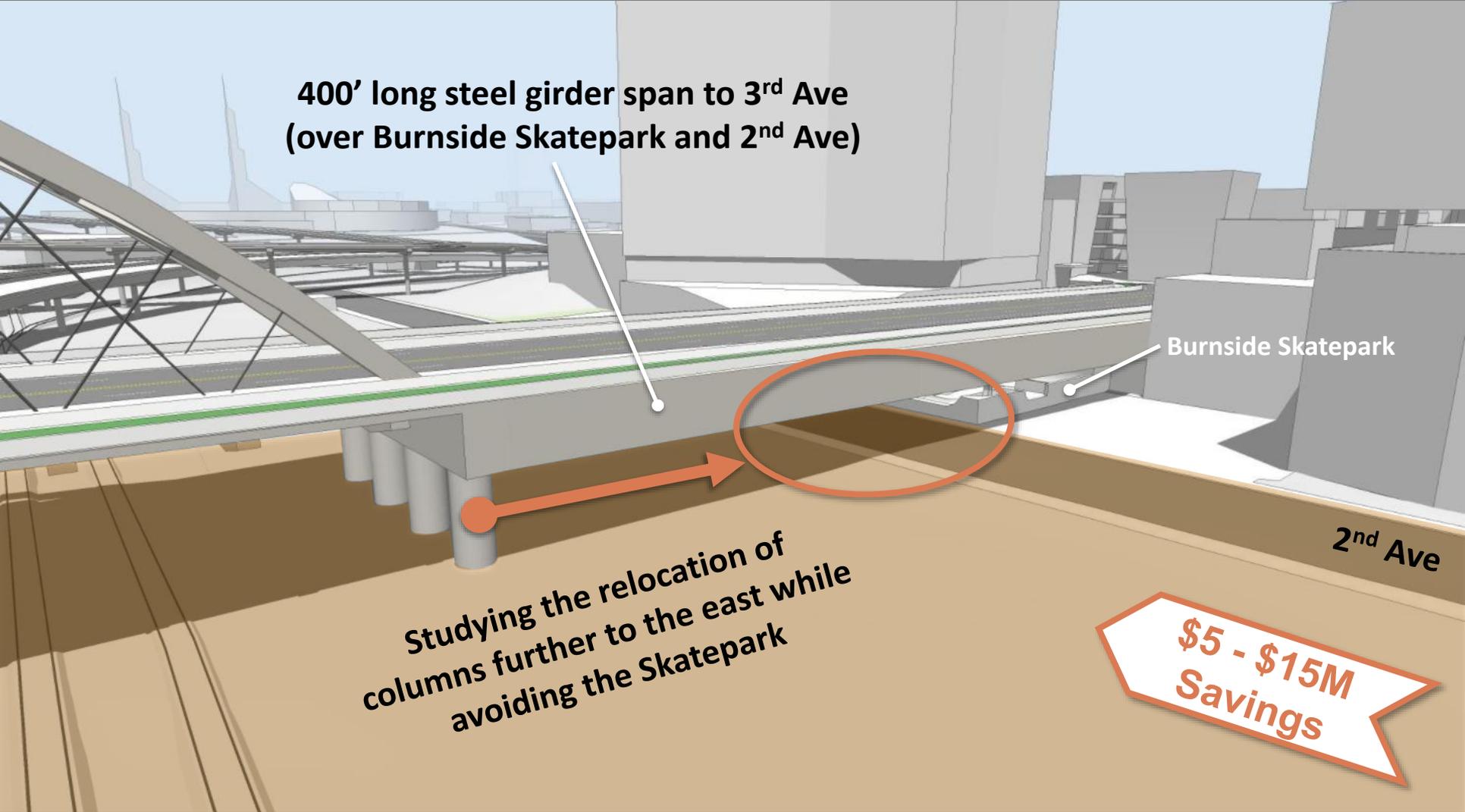
Cable Stayed DEIS Alternative



Note: The Cable Stayed option does not require any columns near Burnside Skatepark

1. East Approach Support Location

Tied Arch Alternative



400' long steel girder span to 3rd Ave
(over Burnside Skatepark and 2nd Ave)

Burnside Skatepark

2nd Ave

Studying the relocation of
columns further to the east while
avoiding the Skatepark

**\$5 - \$15M
Savings**



Does not apply to Cable Stayed bridge type

1. East Approach Support Location

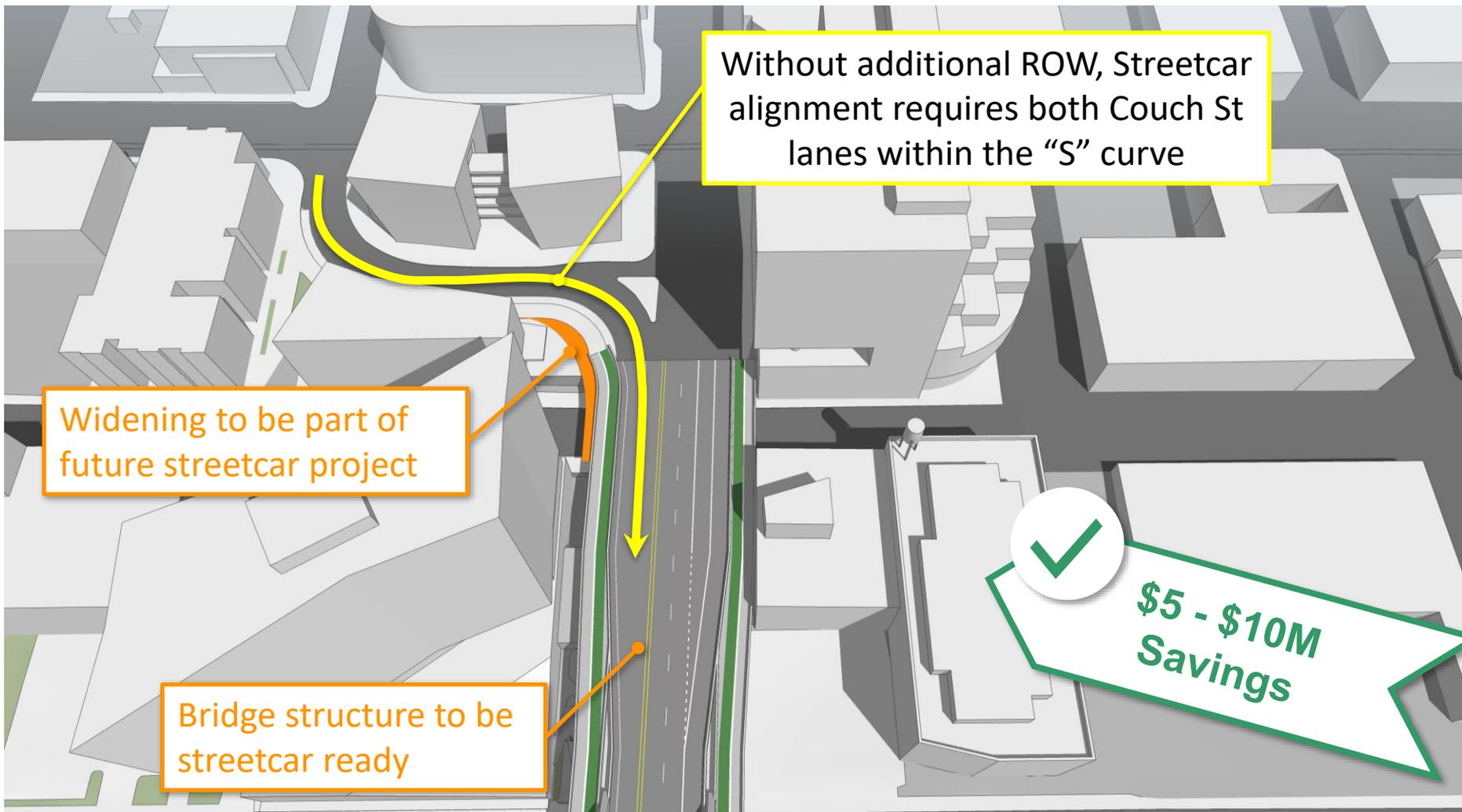
Column location to avoid Burnside Skatepark



Does not apply to Cable Stayed bridge type

2. Property Impact / Right of Way

No Permanent ROW Impacts for Streetcar



Connections to MAX & Esplanade

Continued analysis

North & South Stairs to
Skidmore Max Station



Owner: Multnomah County

South Stairs to
Eastbank Esplanade

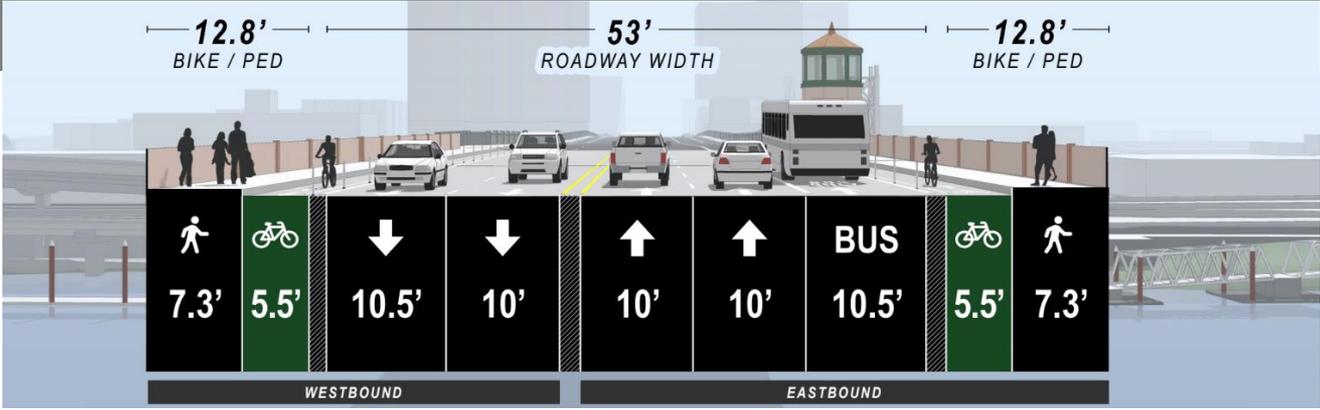


Owner: City of Portland

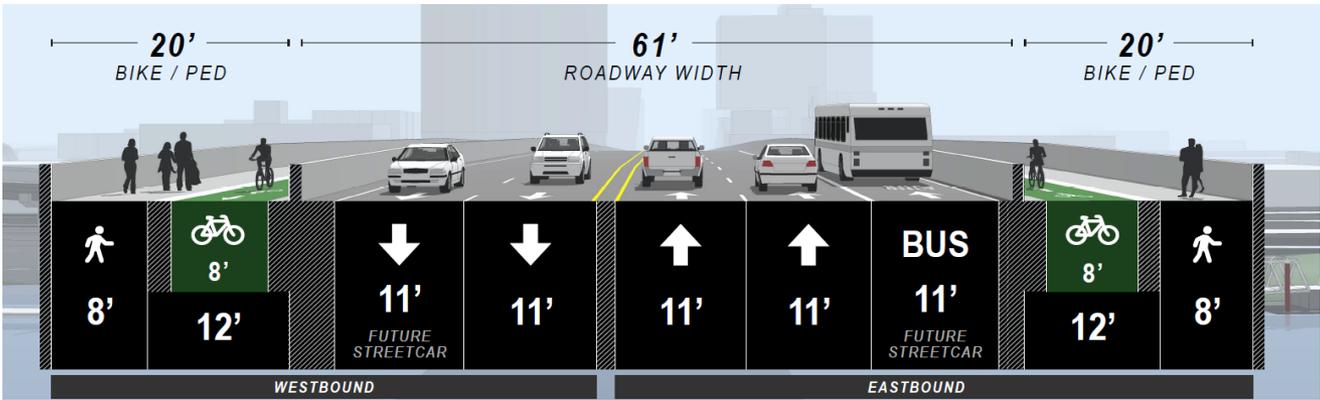
3. Bridge Width Reduction

Narrower Bridge

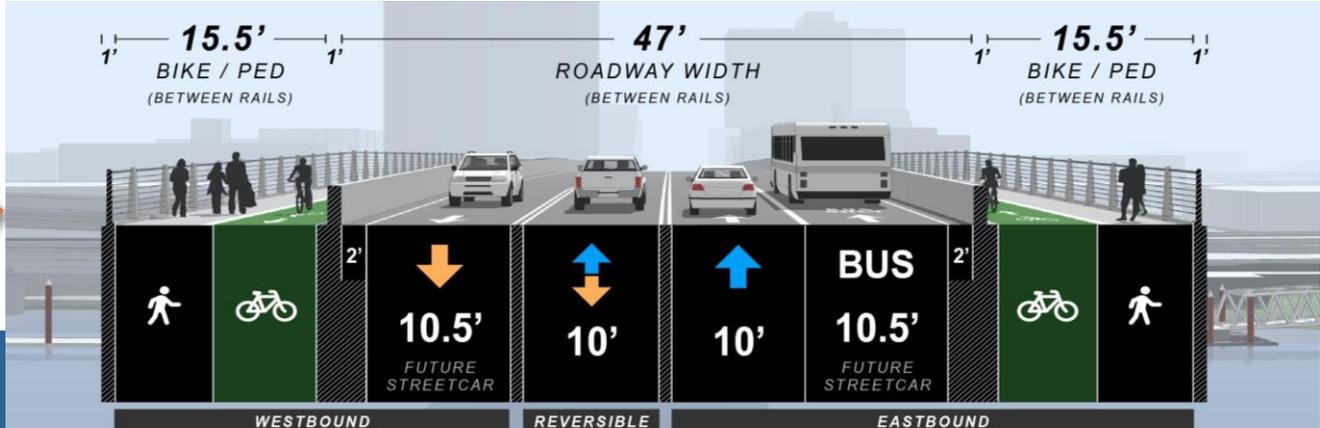
Existing Cross Section



DEIS Cross Section



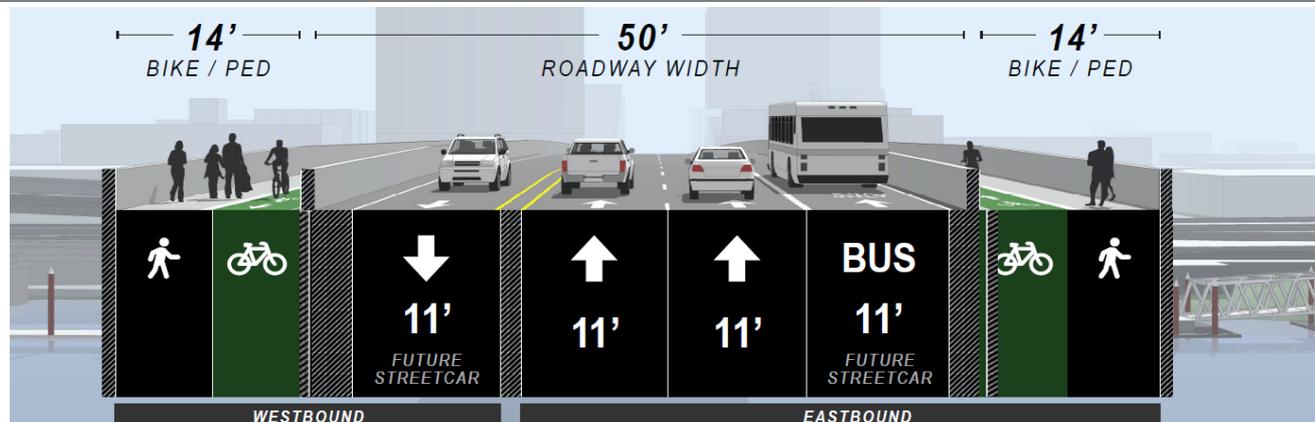
Refined Cross Section Under Analysis



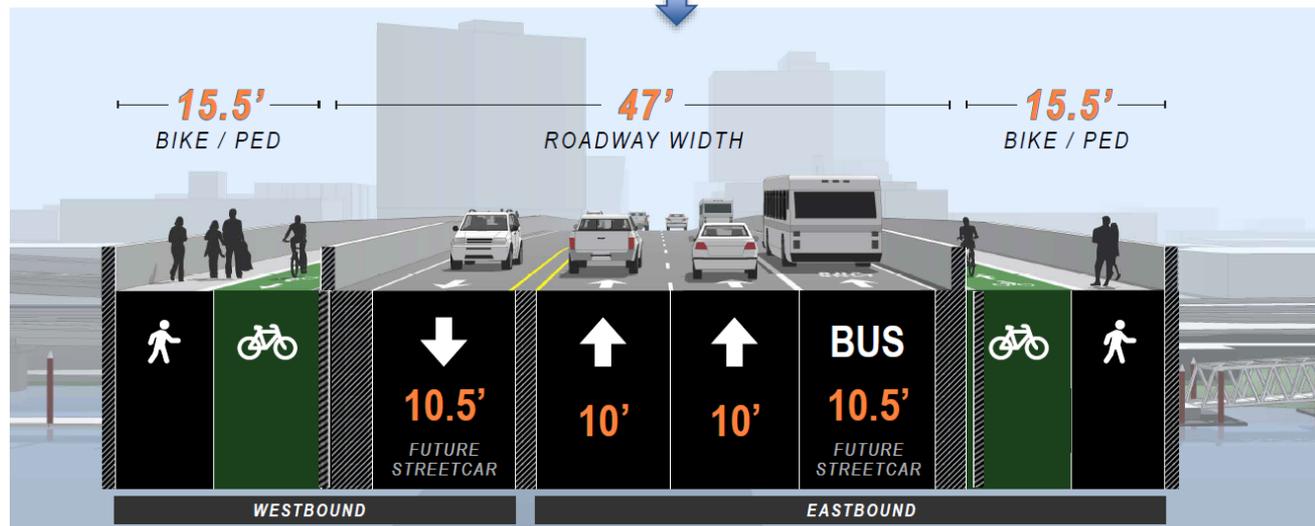
\$140 - \$165M Savings

3. Bike/Ped Width

Moving some lane width to bike/ped facilities



Same overall bridge width



- No less than 15.5 feet for bike/ped
- Reduces vehicle lane width to match existing

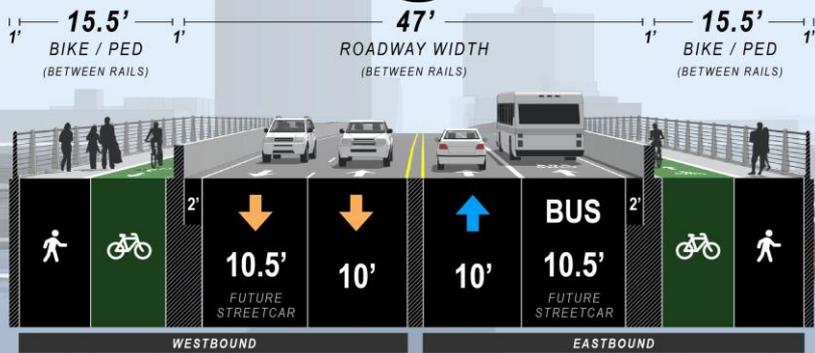
Note: Buffer between bike / pedestrian spaces not shown



(UNDER ANALYSIS)

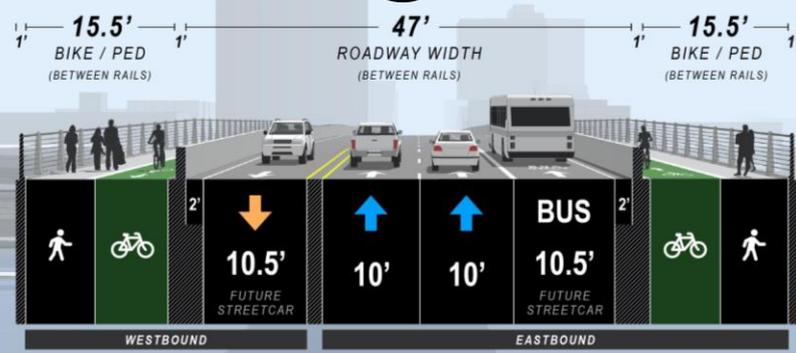
4-Lane Traffic Configurations

1



2 WB Lanes / 1 EB + 1 Bus Lane

2



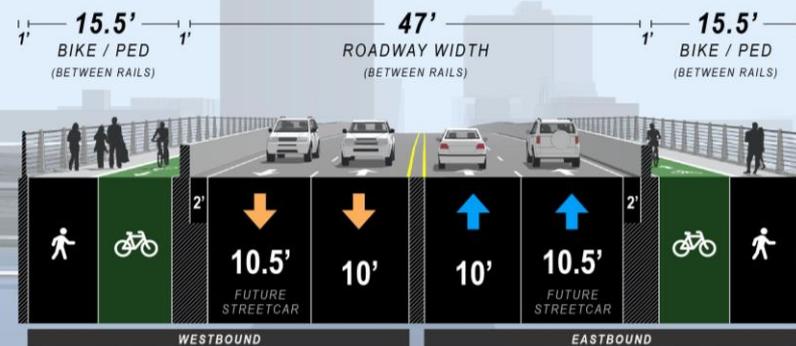
1 WB Lane / 2 EB + 1 Bus Lane

3



Reversible Lane

4



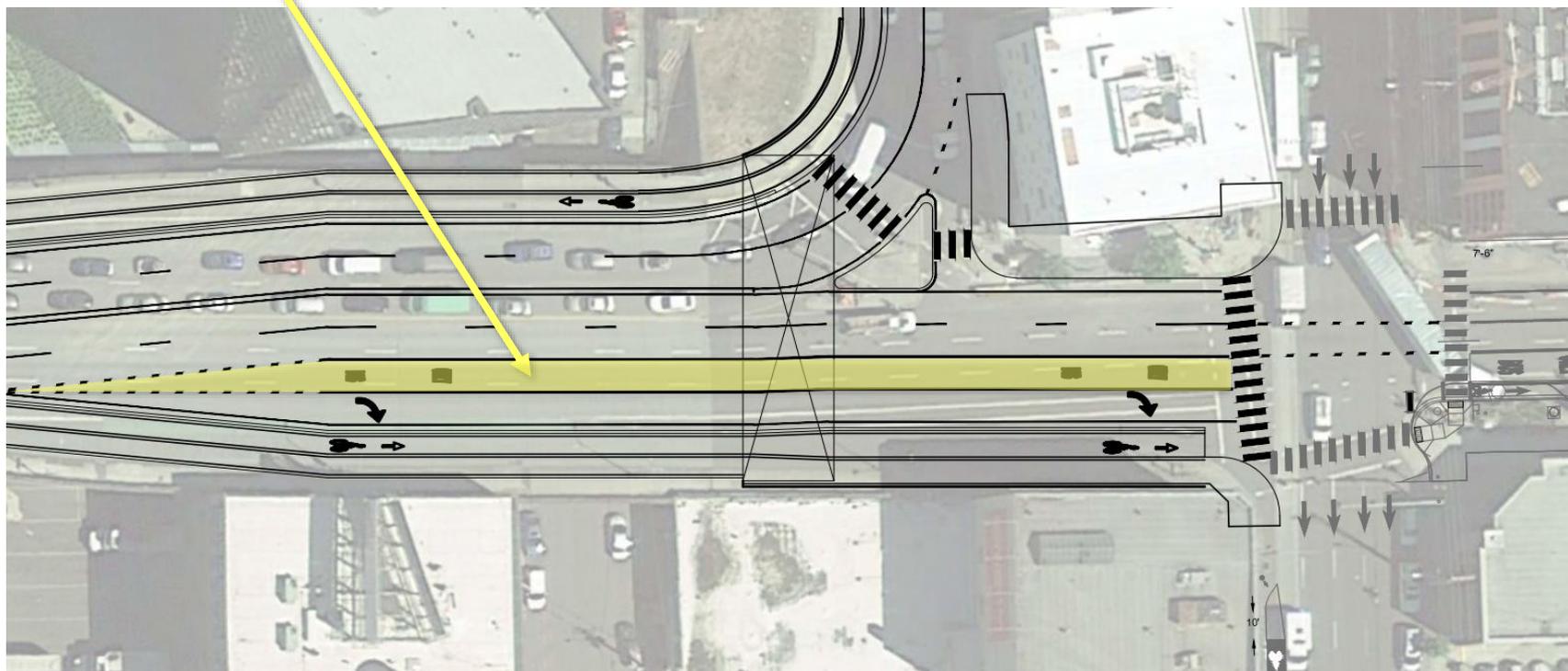
2 WB Lanes / 2 EB Lanes (Bus queue jump)



4-Lane Traffic Configurations

Option 4: 2 WB Lanes / 2 EB Lanes (Bus queue jump)

Bus-Only Queue Jump





Open Discussion and Questions



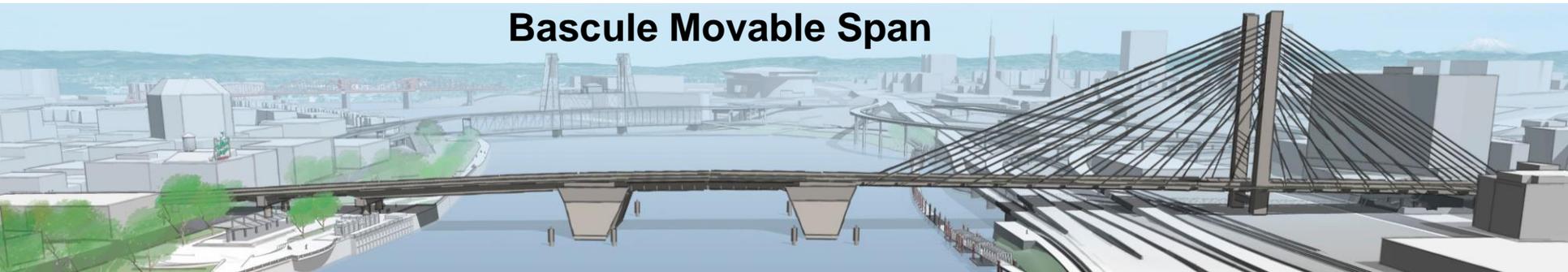
Bridge Type Selection



Bridge Type Selection

Recommendation: Delay East Approach Bridge Type Decision Until Design Phase

Bascule Movable Span



ENVIRONMENTAL REVIEW PHASE

Westside Span

Movable Span

Data is available to make this recommendation now

FINAL DESIGN PHASE

Eastside Long Span

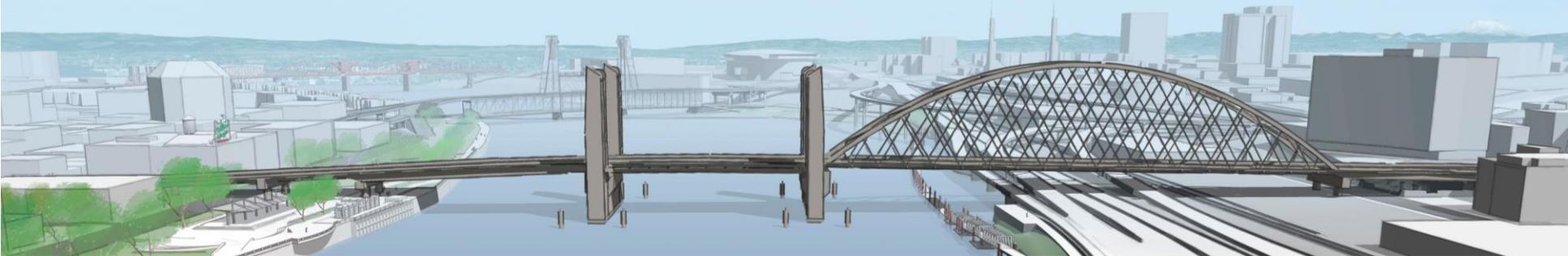
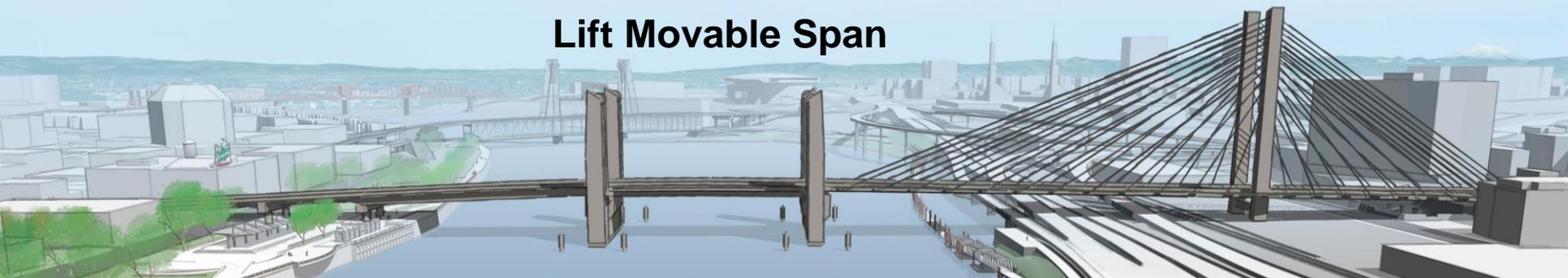
Data is not available to make this recommendation now



Bridge Type Selection

Recommendation: Delay East Approach Bridge Type Decision Until Design Phase

Lift Movable Span



ENVIRONMENTAL REVIEW PHASE

Westside Span

Movable Span

Data is available to make this recommendation now

FINAL DESIGN PHASE

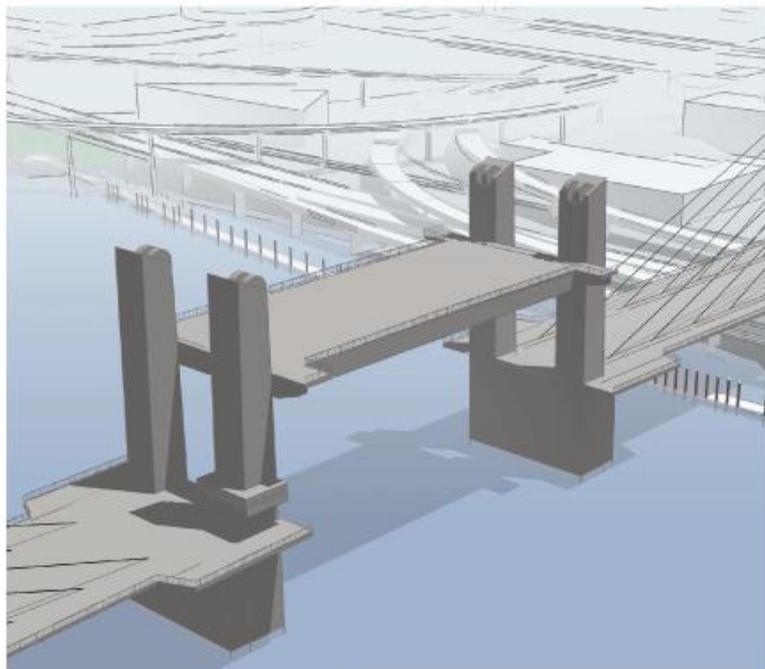
Eastside Long Span

Data is not available to make this recommendation now

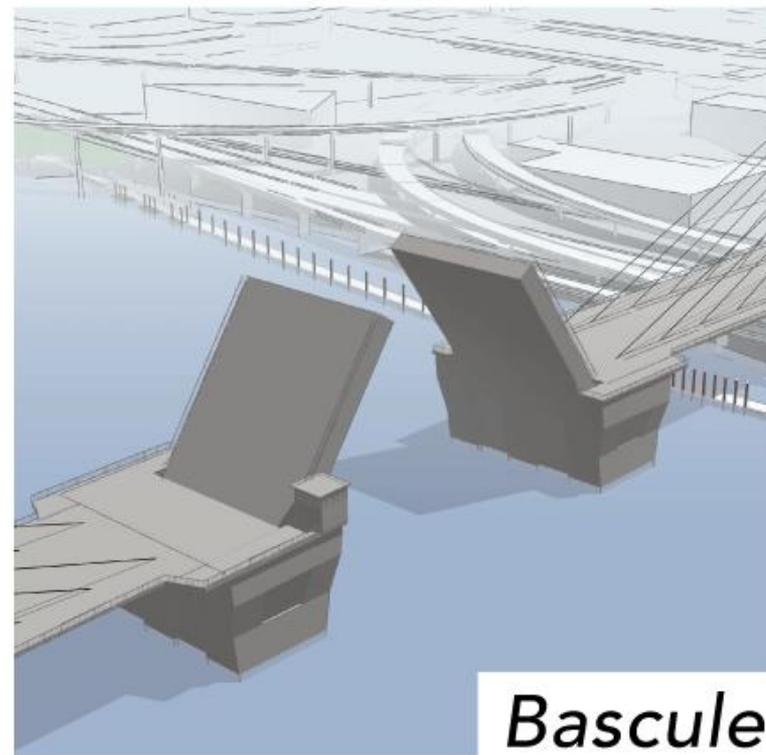


Bridge Type Selection

Movable Span Type Selection Process and Next Steps



Vertical Lift



Bascule

Bridge Type Selection

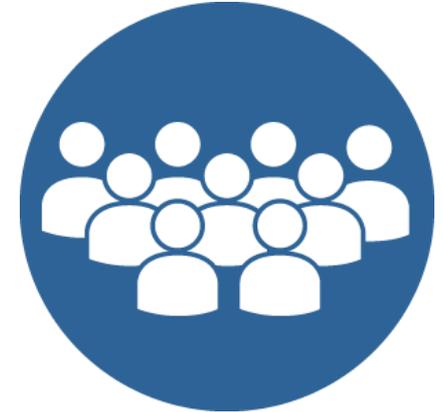
Movable Span Type Selection Process and Next Steps

- 9/29 – UDAWG meeting to gather input
- 10/11 – CTF meeting to discuss movable span criteria / tradeoffs
 - Discussion of the *differentiating* CTF-developed type selection criteria
 - Discussion of *key qualities and trade-offs* for both movable span options
 - Determination on additional information needs for a recommendation
- 10/25 – CTF recommendation on movable span type
- Nov/Dec – Gather feedback from community on recommended movable span type
- Jan – CTF confirmation of recommendation



October 11th

- Review traffic analysis results
- Discuss movable span option tradeoffs
- Early cost analysis results
- Review recommendations for October 25th meeting



October 25th

- Review planned activities for fall outreach
- Seek CTF concurrence on PA refinements



- **November / December 2021** – Share recommendations with public and seek community feedback (online open house and survey)
- **January CTF Meeting 2022** – Share community feedback and confirm recommendations for Policy Group approval
- **January PG Meeting 2022** – Share community and CTF feedback and seek Policy Group approval
- **February / March 2022** – Publication of Supplemental Draft EIS and public comment period
- **July CTF Meeting 2022** – Review SDEIS feedback and mitigation strategies. Celebrate conclusion of CTF work!
- **Summer 2022** – Final EIS and Record of Decision





Open Discussion



Thank you!

