



Community Task Force Meeting #29

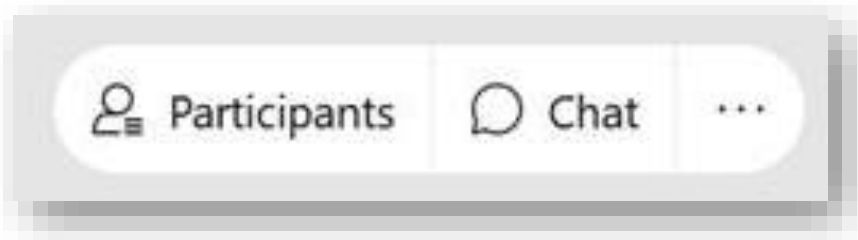
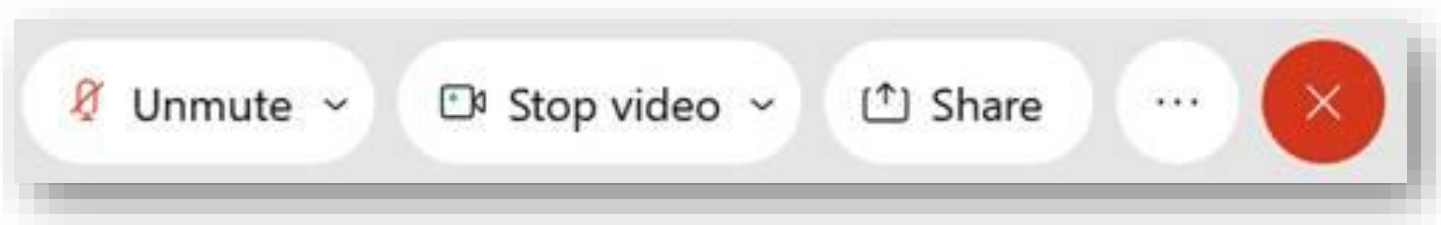
*Members join meeting via
WebEx link in calendar invite*

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

Multnomah County
Department of Community Services
Transportation Division
January 24, 2022

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Paul Belton:

503.423.3787

Paul.Belton@hdrinc.com



Agenda

1. Welcome, Introductions & Housekeeping
2. Public Comment
3. Project Update
4. Review Community Input on PA Refinements
5. Open Discussion
6. CTF Recommendation
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
- **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



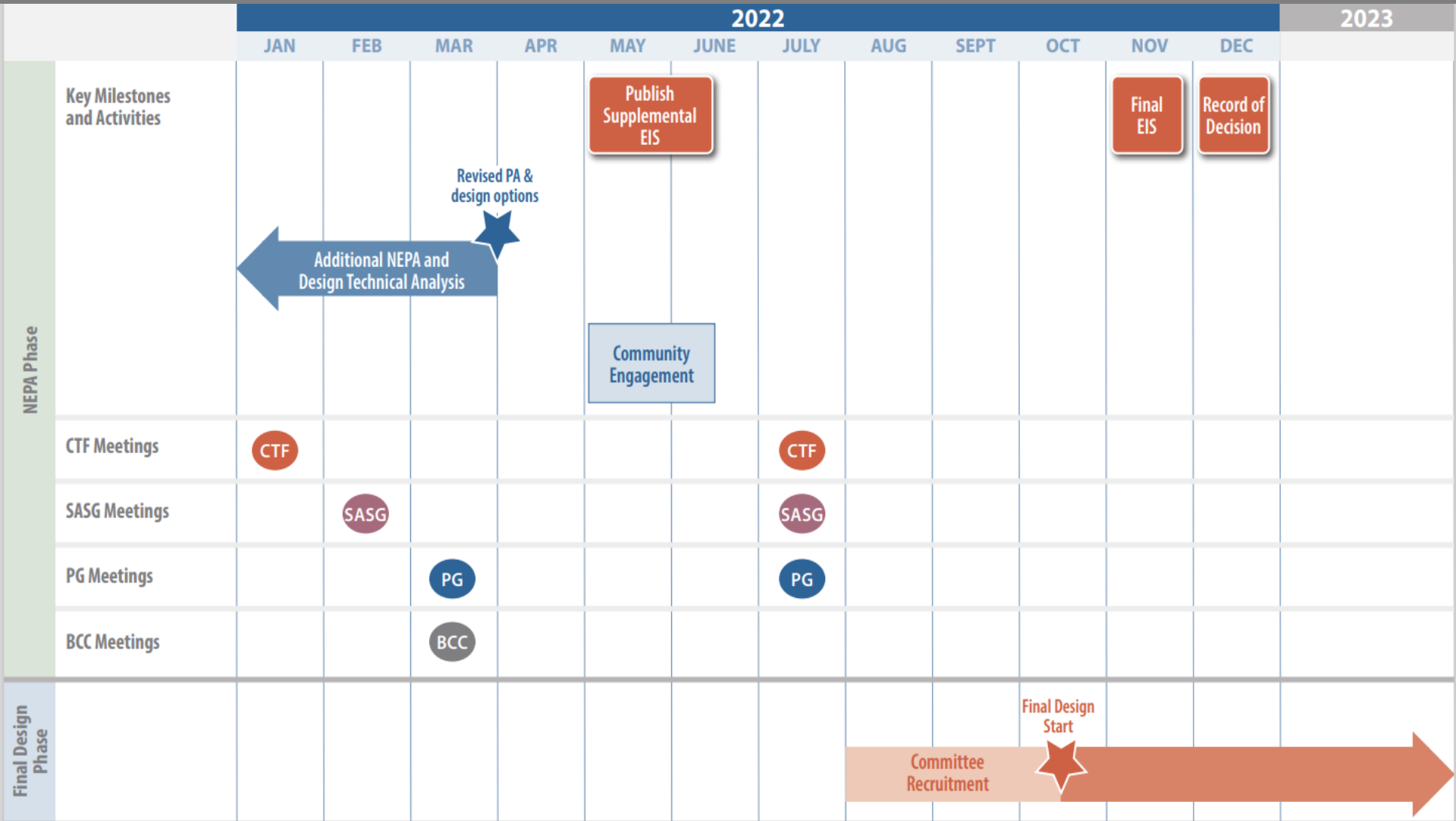




Project Update



2022 Workplan

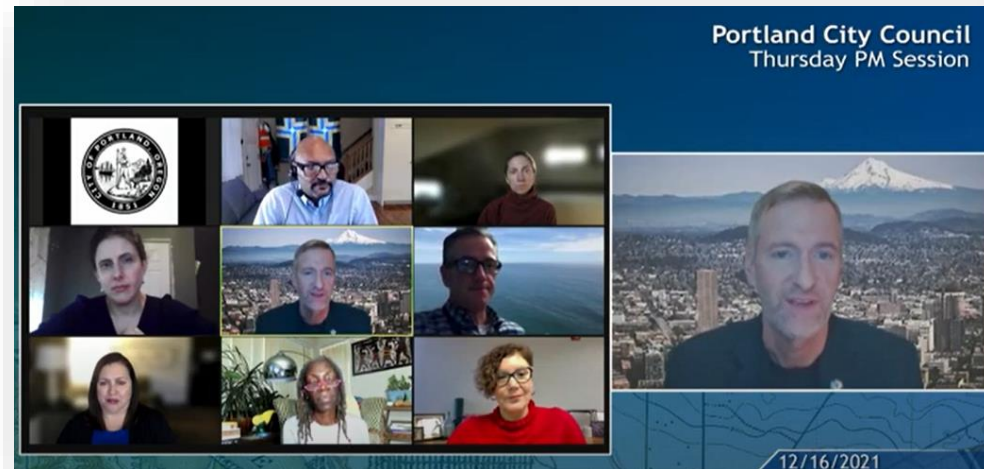


Legend: BCC - Board of County Commissioners CTF - Community Task Force EIS - Environmental Impact Statement NEPA - National Environmental Policy Act
 PA - Preferred Alternative PG - Policy Group SASG - Senior Agency Staff Group



City Council Meeting

- **Unanimous support for the project**
- **Approved Intergovernmental Agreement** between City and Multnomah County to continue work on the project
- **Expressed interest in Eastbank Esplanade connection**
 - Approved \$20K to develop a cost estimate for the Human Access Project proposal
 - PBOT is hiring engineer to further study ramp options
 - City and County will continue to coordinate. More details and decisions on the connection will come in Final Design



Project Funding

Potential National Funding Opportunities (aka, “Biden Infrastructure Bill”)

\$12.5B FHWA

Federal Highway Administration competitive grants for nationally significant bridges and other bridges

Grant funding program assisting state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts.

\$8.78B PROTECT

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program

State formula and grant funding supporting resilient transportation systems. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, etc.

\$15B Megaprojects

Megaprojects Grant Program

Dedicated funding to support large, multimodal, multijurisdictional projects that are critical to our economy, but too large or complex for existing funding programs.

\$15B RAISE

Rebuilding American Infrastructure with Sustainability and Equity

Grant funding program supporting surface transportation projects of local and/or regional significance.





Review Community Input on PA Refinements



Key Input Activities

- 1. Briefings**
- 2. Online open house & survey**
- 3. Diversity, Equity and Inclusion Outreach (CEL Program)**



By the Numbers

2021 Outreach on Cost Saving Refinements to Preferred Alternative

45+

BRIEFINGS to agencies, individuals, and organizations

8

DIVERSE COMMUNITY DISCUSSION GROUPS

4,100+

UNIQUE VISITORS to the online open house and survey

1,500+

SURVEY RESPONSES

490+

BRIEFING PARTICIPANTS

6

Language **TRANSLATIONS** of the online open house and materials

21

Social media **POSTS** and **ADVERTISEMENTS**

3,466

Project E-newsletter **RECIPIENTS**

10

NEWS RELEASES AND E-NEWSLETTERS (from project & others)

11

MEDIA STORIES



What you'll be voting on ...

Do you recommend the Preferred Alternative refinements for Policy Group review and approval?

- 1. Bascule movable span**
- 2. Westside girder**
- 3. Reduced bridge width**
 - Reduced from 5 to 4 vehicular lanes
 - Reduced from 20' to 14' – 17' of bike/ped space





Community Input: Movable Span Bridge Type



Community Input

Recommendation: Bascule Movable Bridge

**\$25 - \$35M
Savings**

Bascule Type : Recommended



Lift Type: Dismissed



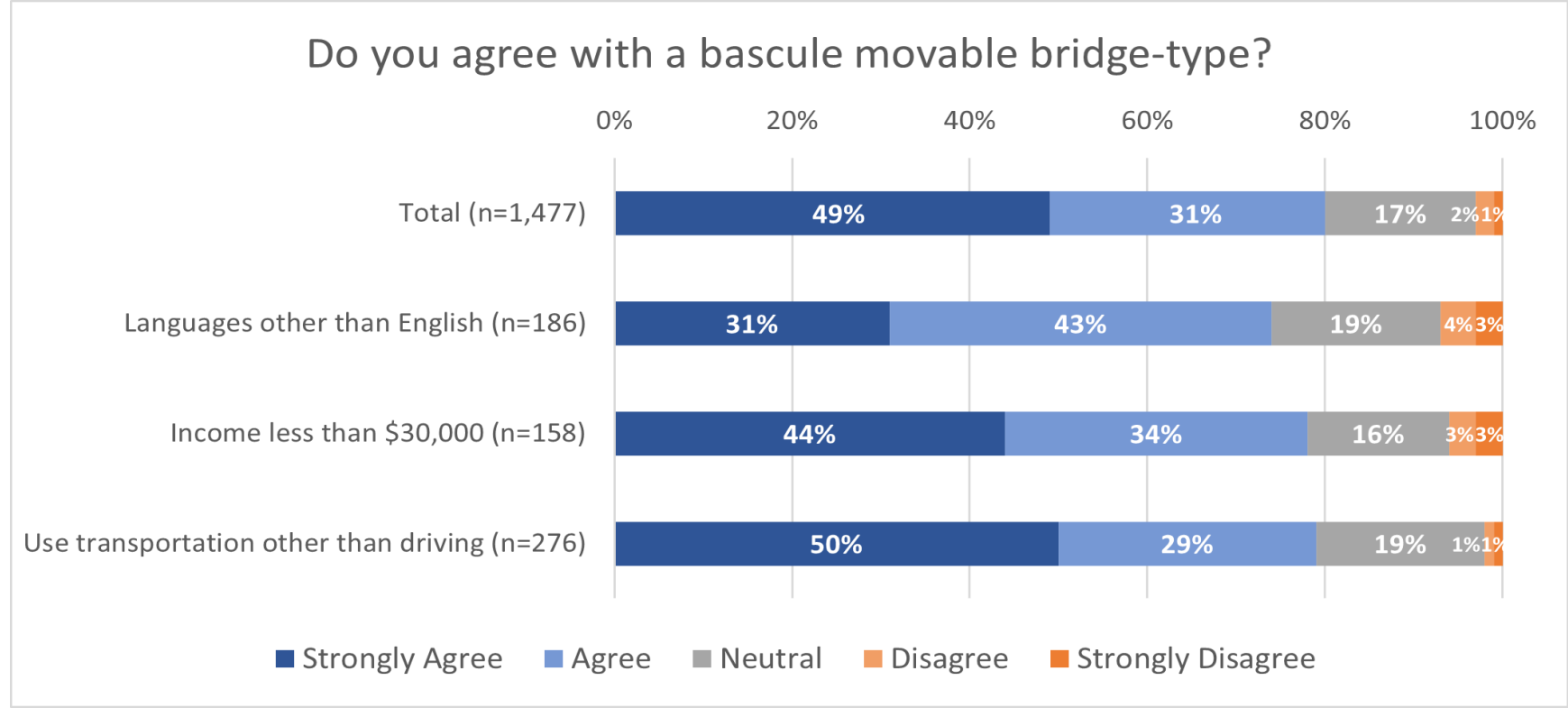
Community Input



Recommendation: Bascule Movable Bridge

Data from Online Open House Survey Respondents:

Given the cost savings and reduced environmental impact, do you agree with the recommendation for a bascule movable bridge type instead of the vertical lift option?



Community Input

Recommendation: Bascule Movable Bridge

What we heard....key themes:

Online Open House & Survey

Most participants supported the bascule movable span over the vertical lift, citing reasons including:

- Preference for the design
- Support for reduced cost
- Avoids visual impacts
- Match west-side girder and/or the existing bridge
- Reducing environmental impact
- Less navigation impact
- Improves permitting

Briefings

- Most participants supported the bascule movable span
- Interest in preserving open views
- Interest in saving project costs
- Strong preference for bascule design in contrast to the vertical lift bridge

DEI Discussion Groups

Most participants supported the bascule movable span, citing reasons including:

- Support reducing overall project costs
- Interest in providing an open view of the city skyline





Community Input: West Approach Bridge Type



Community Input

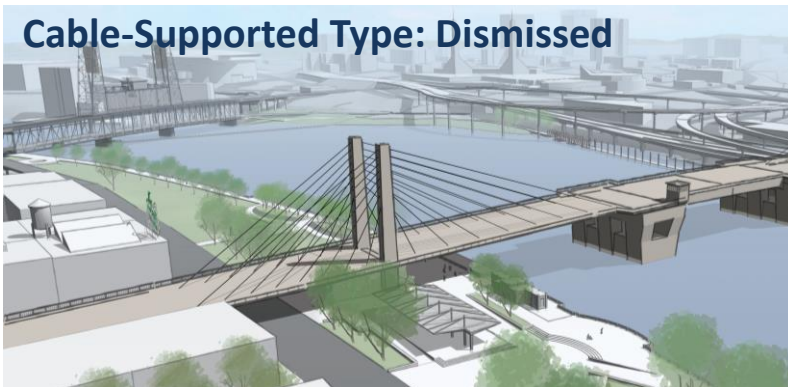
Recommendation: West Approach Girder for all Bridge Compositions

Girder Type : Recommended

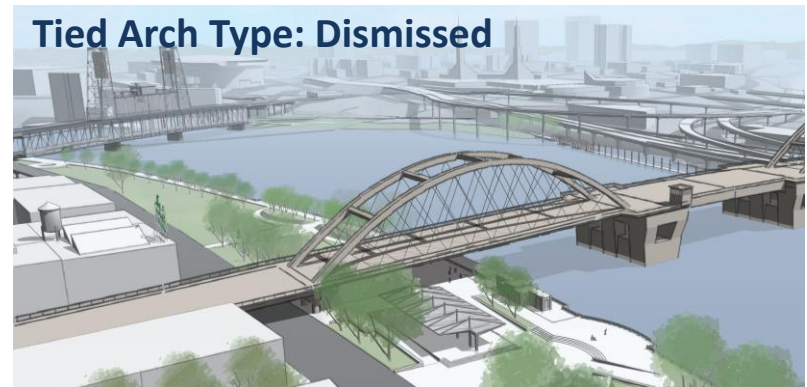
**\$20 - \$40M
Savings**



Cable-Supported Type: Dismissed



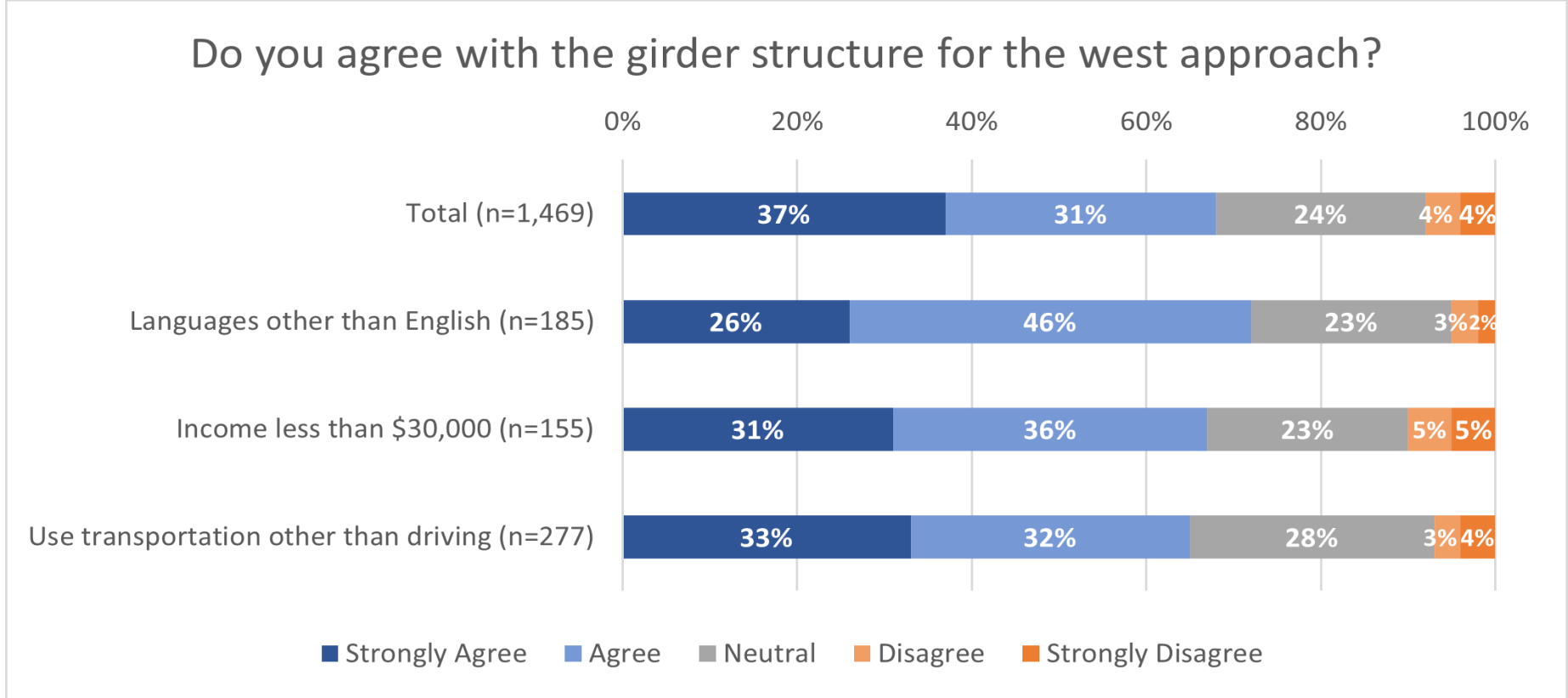
Tied Arch Type: Dismissed



Recommendation: West Approach Girder

Data from Online Open House Survey Respondents:

Given the cost savings and open views, do you agree with the girder structure type recommendation for the west approach?



Community Input

Recommendation: West Approach Girder for all Bridge Compositions

What we heard....key themes:

Online Open House & Survey

Most participants supported the west side girder, citing reasons including:

- Preserving views
- Cost savings
- Preferred the girder design
- The girder retains some of the look and feel of the current bridge
- That it's a functional solution that doesn't compromise safety
- Provides additional clearance in Waterfront Park

Briefings

- High interest in ensuring the Portland Saturday Market facilities are preserved
- General support for greater vertical clearance below the bridge
- Comments about construction and traffic impacts

DEI Discussion Groups

- Most participants agreed on the recommended girder bridge type for the West Approach
- Comments clarifying safety, and seismic resiliency of girder option





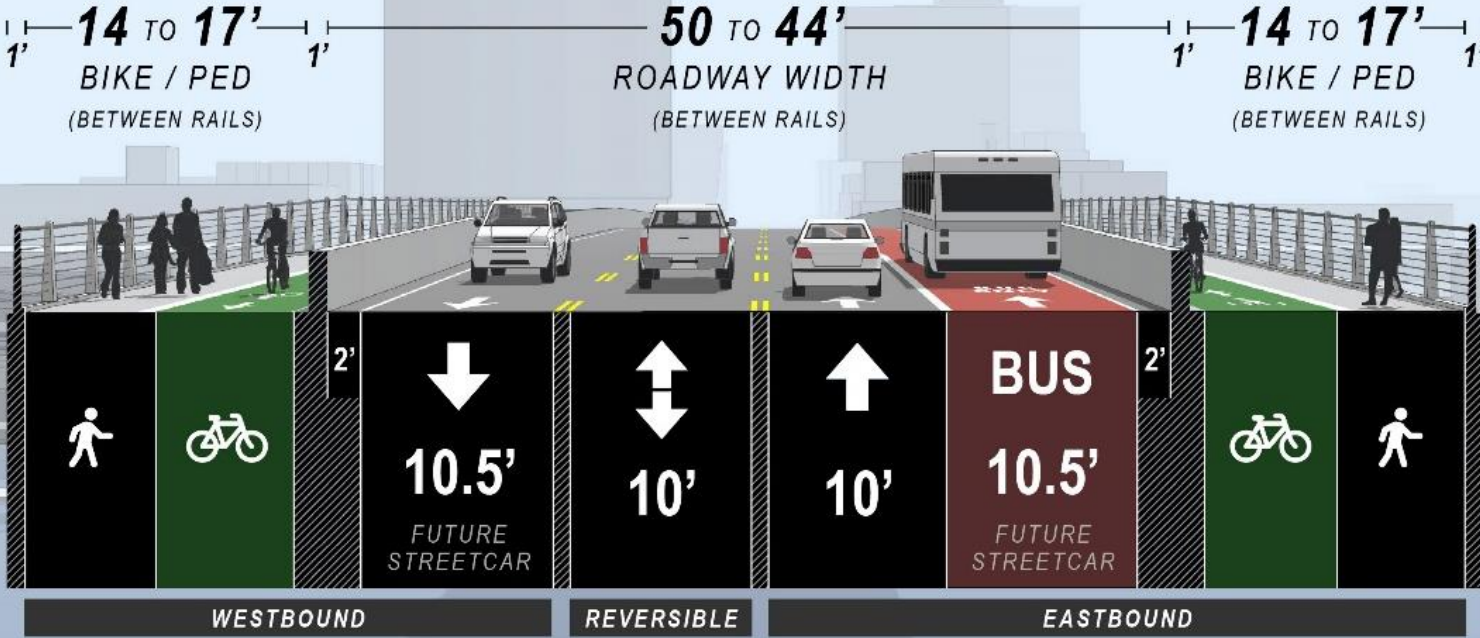
Community Input: Bridge Width



Community Input

Recommendation: Refined Cross Section

**\$140 - \$165M
Savings**



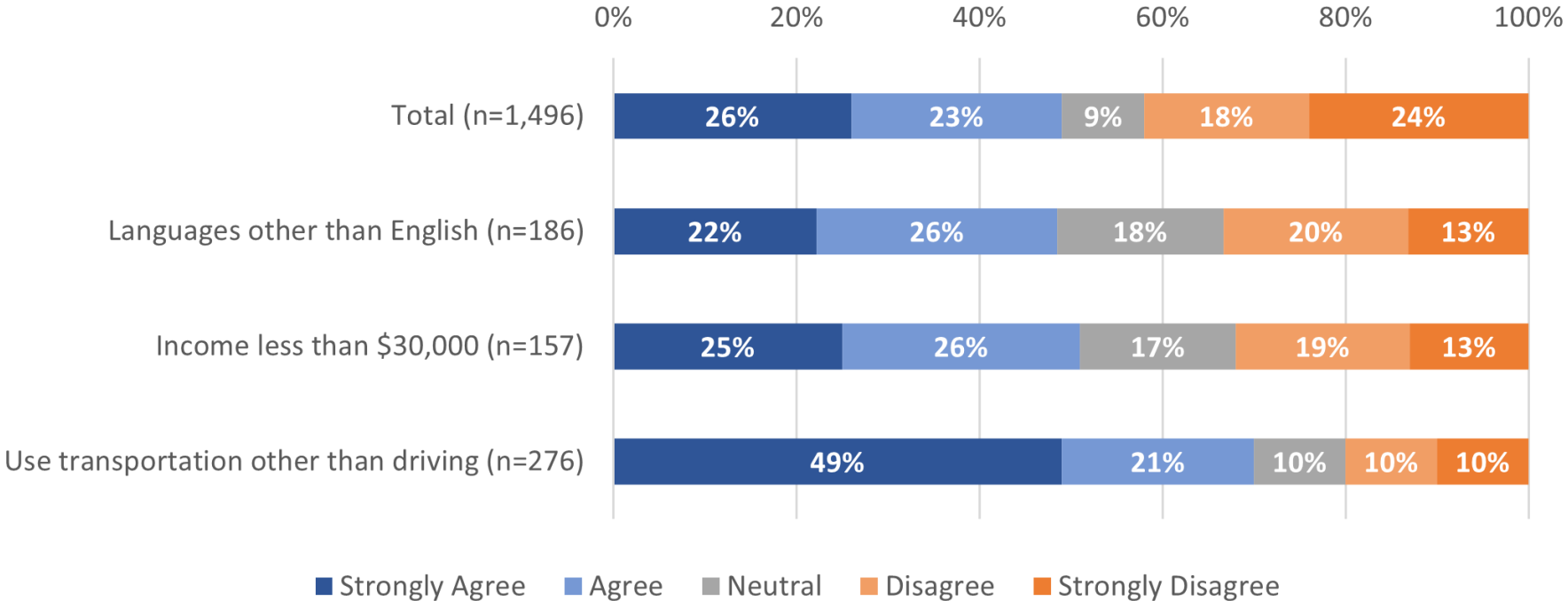
Community Input

Recommendation: Refined Cross Section

Data from Online Open House Survey Respondents:

Given the cost savings, do you think that removing a vehicle lane makes sense?

Does removing a vehicle lane make sense?



Community Input

Recommendation: Refined Cross Section

What we heard....key themes:

Online Open House & Survey

- General support for reducing the bridge width to aid project completion
- Concern with removing a vehicle lane because of safety, freight, and emergency response
- Strong interest in retaining a fifth vehicle lane if funding becomes available
- Some interest in preserving bike/ped spaces, with other suggestions to reduce it in favor of a fifth vehicle lane

Briefings

- Stakeholders are split in their support for reducing the number of travel lanes from five to four
- Concerns about reducing overall width of the bridge to reduce project cost
- Preference for a fifth lane if funding is provided
- Some Interest in prioritizing public transit options and addressing sustainability goals

DEI Discussion Groups

- Some concern about increased traffic congestion from removing a vehicle lane
- Some participants preferred to postpone construction to find more funding to build a wider bridge
- Some participants shared concerns about safety and environmental impacts if costs were scaled back





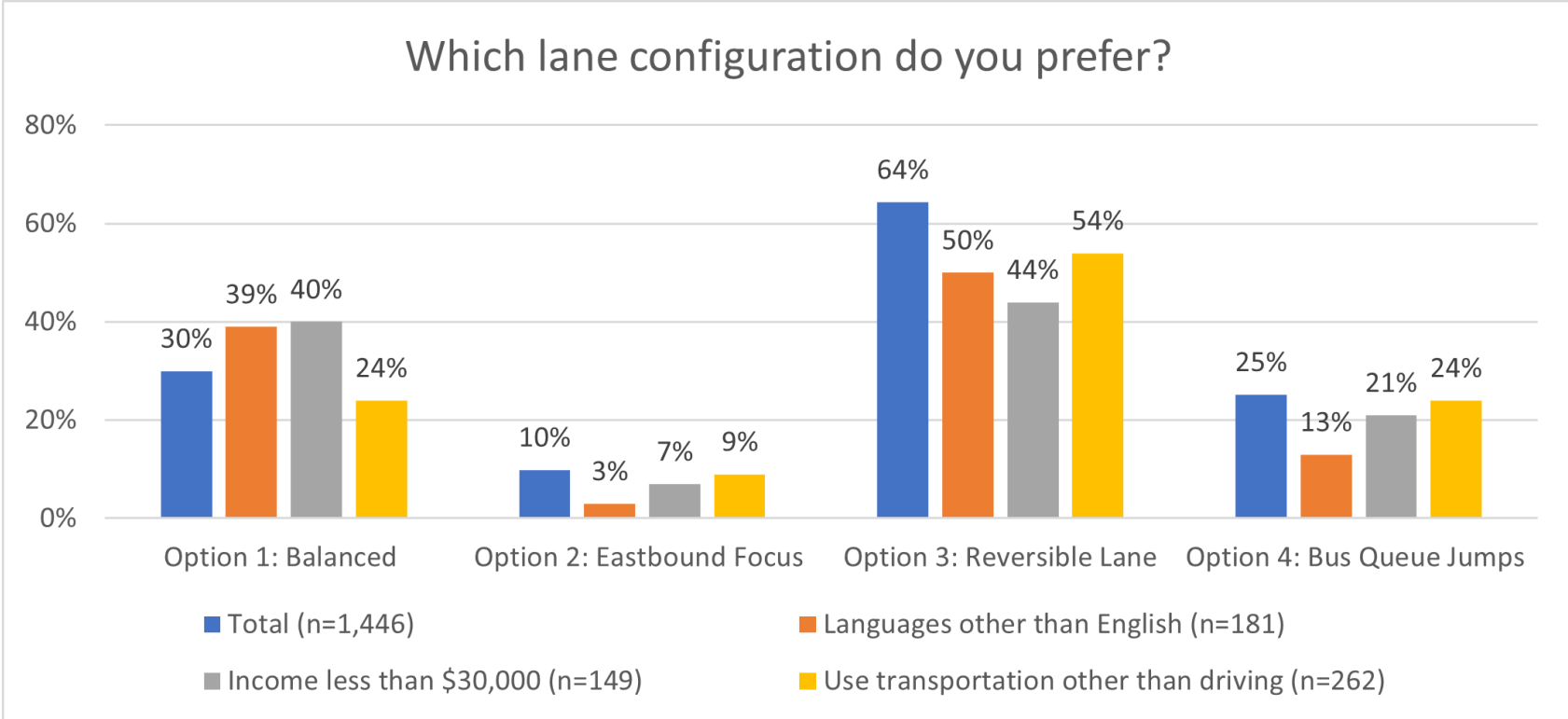
Community Input: Lane Configurations



Lane Configurations

Data from Online Open House Survey Respondents:

Each of the four lane configuration options have traffic and transit operations that are different from the existing five lane bridge we have today. Should the county only be able to fund a four-lane bridge, which of the following would you prefer?



Community Input

Recommendation: Lane Configurations

What we heard....key themes:

Online Open House & Survey

Most participants supported the reversible lane option, citing reasons including:

- Flexibility and versatility
- Manages/reduces congestion – addresses traffic needs during morning and evening peak commutes
- Prioritizes transit and benefits to public transit times
- Space efficiency – uses finite space in the most effective way
- Financial benefit

Briefings

Most participants preferred the reversible lane option, citing reasons including:

- Need for educational opportunities to learn how the reversible lane option would be implemented
- Interest in prioritizing public transit options and addressing sustainability goals across lane allocation options

DEI Discussion Groups

Most participants supported the reversible lane option, citing reasons including:

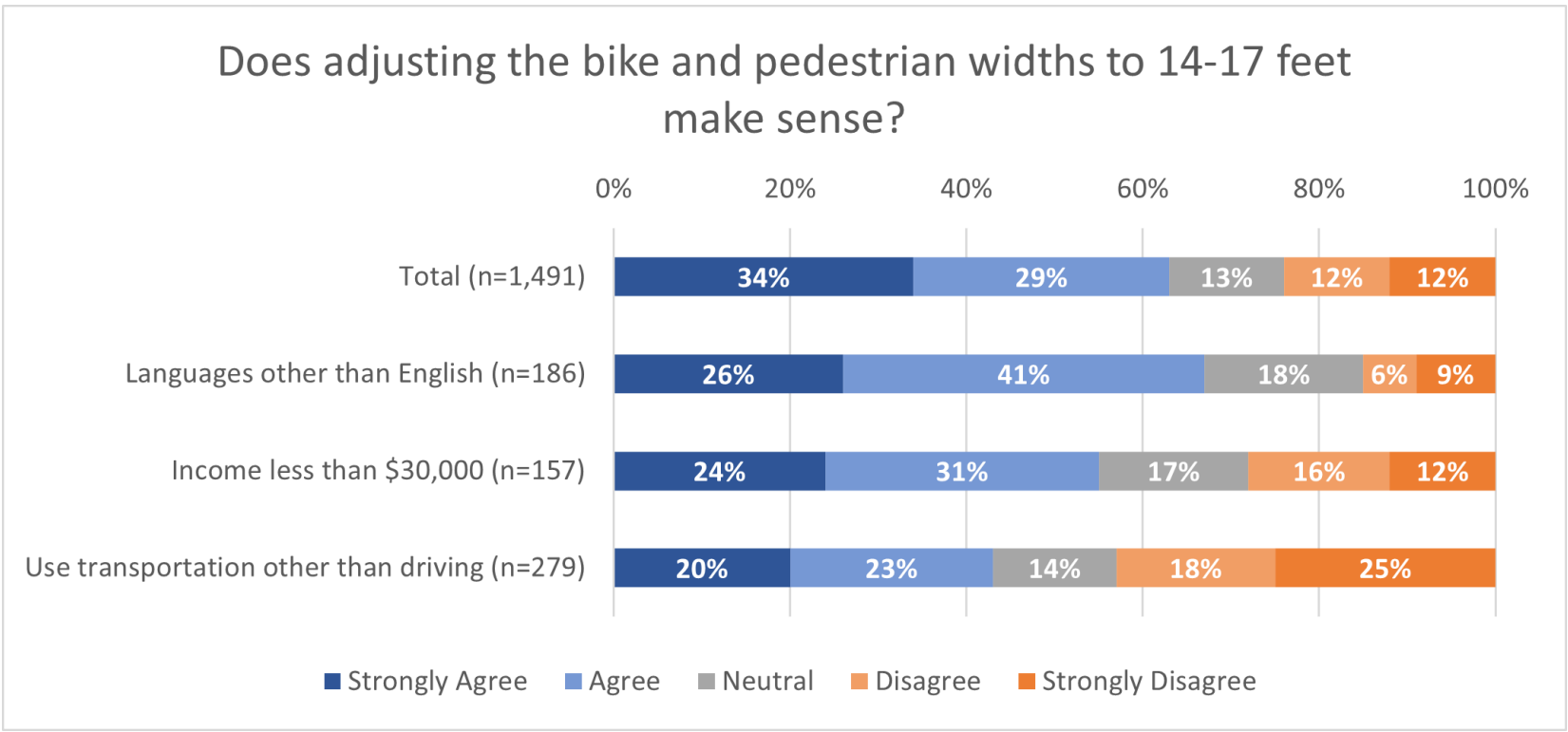
- Addresses traffic needs during morning and evening peak commutes
- Helps manage traffic congestion
- Flexibility of having lanes in both directions and a dedicated bus lane for those who commute on public transit
- Some participants preferred the least costly option



Recommendation: Refined Bike/Pedestrian Width

Data from Online Open House Survey Respondents:

Given the cost savings, do you think that adjusting the bike and pedestrian widths from 20 to 14-17 feet makes sense?



Community Input

Recommendation: Refined Bike/Pedestrian Width

What we heard....key themes:

Online Open House & Survey

- Overall support for reducing the bike/ped width to 14 -17'
- Participants cited proposed width is sufficient space for pedestrians and cyclists
- Some preference for prioritizing vehicle space
- Participants that were undecided stated that they would understand the decision to adjust given the issue of cost

Briefings

- Overall support for reducing the width of bike and pedestrian space in the initial Preferred Alternative to 14 -17'
- Some comments in opposition of narrowing bike/pedestrian width cited a need to prioritize active transportation

DEI Discussion Groups

- Overall support for reducing the bike/ped width to 14 -17'
- Strong interest in ensuring adequate safety measures are in place for cyclists and pedestrians
- Some interest in allocating bike/ped space to expand vehicle lanes





Group Discussion





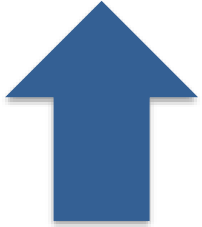
CTF Recommendation



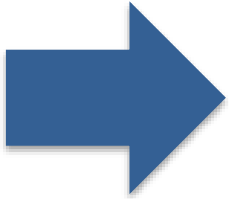
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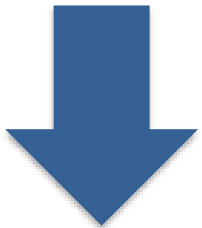




Thumb Up = Support Recommendation



Middle Thumb = I Can Live With Recommendation



Thumb Down = Do Not Support Recommendation

- **March PG Meeting 2022** – Share community and CTF feedback and seek Policy Group approval and Mult Co BCC Revised PA adoption
- **May 2022** – Publication of Supplemental Draft EIS and public comment period
- **July 2022 CTF Meeting** – Review SDEIS feedback and mitigation strategies. Preparing for Final Design and committee recruitment. Celebrate conclusion of CTF Environmental Phase work. **Last Meeting!**
- **Fall / Winter 2022** – Final EIS and Record of Decision



Supplemental Draft EIS

Publication in Spring 2022

- Formal document with the changes to the Preferred Alternative studied and their associated positive and negative impacts (supplement to the DEIS)
- Overseen by Federal Highway Administration
- Part of National Environmental Policy Act (NEPA)



Thank you!

