EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County is creating an earthquake-ready downtown river crossing.

BETTER – SAFER – CONNECTED

March 3, 2022

Policy Group – Agenda Meeting #8

Project:	Earthquake Ready Burnside Bridge
Subject:	Policy Group Meeting #8
Date:	March 3, 2022
Time:	2:00 – 4:00 p.m.
Location:	WebEx Virtual Meeting

POLICY GROUP MEMBERS

Co-Chair, Chair Deborah Kafoury, Multnomah County
Co-Chair, Commissioner Jessica Vega Pederson, Multnomah County
Art Pearce *(delegate)*, City of Portland
Councilor Sue Piazza, City of Gresham
Steve Witter, TriMet
Grace Stratton *(delegate)*, U.S. Senator Wyden's Office
Kari Herinckx *(delegate)*, U.S. Senator Merkley's Office
Justin Douglas, Prosper Portland
Rian Windsheimer, ODOT Region 1
Liv Brumfield *(delegate)*, U.S. Representative Blumenauer's Office
Al Bannan *(delegate)*, U.S. Representative Bonamici's Office
Councilor Mary Nolan, Oregon Metro
Representative Barbara Smith Warner, OR State Legislature
Senator Kathleen Taylor, OR State Legislature
Phil Ditzler, FHWA Oregon

PROJECT TEAM MEMBERS

Megan Neill, Multnomah County
Mike Pullen, Multnomah County
Steve Drahota, HDR
Cassie Davis, CD Consulting
Jeff Heilman, Parametrix
Allison Brown, JLA
Lucy Williams, EnviroIssues
Paul Belton, HDR

ADDITIONAL INVITES

Susan Lindsay, Community Task Force Representative
Jackie Tate, Community Task Force Representative

Purpose:

1. Provide an update on the project since the last meeting
2. Review recommended cost saving refinements to the Preferred Alternative (PA)
3. Review public and Community Task Force (CTF) input
4. Seek Policy Group approval of the recommendations

Agenda:

Time	Session	Presenter/Lead
2:00 p.m.	Welcome and Introductions	Allison Brown
2:10 p.m.	Opening Remarks	Chair Kafoury Comm. Vega Pederson
2:20 p.m.	Public Comment *Acknowledge comments submitted in advance of the meeting.*	Allison Brown
2:30 p.m.	Project Update	Megan Neill
2:50 p.m.	Review Preferred Alternative Refinements, Community Input & CTF Testimony - Review PA Refinements & Community Input - Listen to CTF Comments - PG Discussion *<u>Seek Policy Group Approval of the Preferred Alternative Refinements:</u>* - Bascule Movable Span - Westside Girder - Reduced Bridge Width	Mike Pullen Steve Drahota CTF Ambassadors
3:50 p.m.	Next Steps and Closing Remarks	Megan Neill
Noon	Adjourn	All

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Public Engagement Summary: Preferred Alternative Refinements

Overview

With the recommendation from the Community Task Force and over 88 percent support from a community survey in 2020, the Replacement Long Span was identified as the best option to move forward since it is best for seismic resiliency, has the lowest cost, and least environmental impacts. In early 2021, the Earthquake Ready Burnside Bridge (EQRB) project team also asked for input from the public about the type of long-span bridge that should be constructed, including consideration of girder, truss, cable-supported, and tied arch options, as well as bascule and lift options for the bridge's movable span.

Additional engineering and cost estimating work completed in spring 2021 raised concerns among County leaders about the project's cost. Recognizing rising costs due to current economic conditions and competition for funds from other large projects in the region, County leaders asked the project team to analyze ways to reduce the cost, so the project is more likely to be funded and built.

Inside this report

After further cost analysis, environmental and permitting analysis, and input from stakeholders, the project team identified three key refinements to the initial Long Span Preferred Alternative for the community to consider. The methods and findings from community engagement are documented in this report and cover activities performed and feedback received from summer to winter 2021. The key cost-saving refinements included:

- Reduced bridge width (including a lane reduction and narrower bike/pedestrian space compared to the initial Long Span Preferred Alternative).

- Girder bridge type for the west approach.
- Bascule movable span for the middle movable span.

The primary engagement activities included an online open house and survey, a project webinar, discussion group meetings with members of communities identified in the project's Diversity, Equity, and Inclusion Plan, and numerous virtual briefings with community organizations, agencies, and neighborhood stakeholders.

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Public Outreach Activities

Outreach and Engagement Activities

45+	Briefings to agencies, individuals, and organizations
490+	Participants who attended briefings
8	Diverse Community Discussion Groups
4,100+	Unique visitors to the online open house and survey
1,500+	Survey responses
6	Language translations of the online open house and materials
150,184	Social media impressions
3,466	Project e-newsletter recipients
148	Text message recipients
596	YouTube video views
10	News releases and e-newsletters (from the project and other organizations)
20	Media stories

Public Involvement Goals

Awareness
Build awareness and share information through regular, meaningful, and consistent project communications about the important role this project plays in creating an earthquake-ready river crossing in downtown Portland.

Transparency
Inform all stakeholders and community members of how the project team has thoroughly considered their feedback, interests, issues, and concerns in project solutions and transparently communicate how project decisions are being made.

Inclusion
Provide equitable, inclusive, and accessible opportunities for stakeholders and community members to influence and shape the project by reducing participation barriers, ensuring culturally responsive practices, and offering diverse ways for all people to participate in project conversations.

Coordination
Engage and build authentic relationships with agencies, industry stakeholders, and County departments, securing cross-government coordination, commitment, alignment, and industry readiness to realize the Earthquake Ready Burnside Bridge in the future.

Key Findings Overview

Broad input was sought on the three cost-saving refinements to the Preferred Alternative. Input received reflects an extensive range of perspectives. This report summarizes the key themes heard throughout the outreach.

Key findings include:

- Generally, people understand the reasoning for the cost-saving refinements and support the need for a resilient crossing.

- Stakeholders are split in their support for reducing the number of travel lanes in the initial Preferred Alternative from five to four lanes.
    - Many shared that although a narrower bridge would not be their preference, they understood the tradeoffs of the cost savings and ultimately valued having at least one seismically resilient crossing.
    - Many expressed concerns about reducing the overall width of the bridge to reduce project costs. Respondents said they would prefer more width if funding was provided.
- Strong preference for the reversible vehicle lane traffic configuration option, including among Diversity, Equity, and Inclusion (DEI) communities.
    - Respondents also provided additional comments about the need for educational opportunities to learn how to properly use the reversible lane option.
    - Interest in prioritizing public transit options and addressing sustainability goals across lane allocation options.
- Overall support for reducing the width of the bike and pedestrian space in the initial Preferred Alternative from 20 feet to 14-17 feet, with opposing views about removing bike and pedestrian space to allocate more space for vehicle lanes.
- Strong preference for the girder structure type for the west approach, including among DEI communities.
- Strong preference for a bascule option over a vertical lift option for the middle movable span, including among DEI communities.
- High interest in ramp connections to the bridge from the Eastbank Esplanade with separate facilities to accommodate bicycles and pedestrians. Respondents who stated support for ramp connections also prioritized public safety and accessibility.
- Results for those who took the survey in languages other than English were similar to the overall results and did not have significant variations.

Activity: Briefings

Online briefing with Community Task Force October 25, 2021

Purpose

From summer to winter 2021, the project team conducted over 45 briefings with community organizations, individuals, agencies, and elected officials. Over 490 people attended briefings during this period. The briefings' intent was to inform them and gather feedback on the cost-saving refinements, keep interested stakeholders engaged about the project, and continue to build and maintain meaningful relationships. Opportunities to request a project briefing were offered through emails, phone calls, project newsletters, and the project website.

Generally, the information presented and engaged upon during the briefings included:

- Project overview, timeline, purpose, and need.
- Proposed cost-saving refinements being considered.
- Guiding principles for selecting cost-saving refinements.
- Input on the proposed cost-saving refinements.
- Outreach activities and ways to provide input.
- Next steps in the process.

Briefings were provided to stakeholders and community organizations representing various interests, including:

- Transportation (pedestrians and people with ambulatory devices, bicyclists, transit users, drivers, and freight movers).
- Emergency response and resiliency.
- Social services.

- Diversity, Equity, and Inclusion and BIPOC communities.
- ADA community.
- Neighborhoods and residents.
- Right of way and property owners.
- Businesses.
- Historic resources.
- Sustainability.
- Parks and community spaces and recreational activities.
- Event organizers.
- Local, regional, state, and federal agencies and elected officials.

Below is a summary of the most frequently heard themes:

- General support and understanding for reducing the bridge width to ensure that the project can be funded and built.
- Questions about narrowing the bridge and the ability to accommodate large trucks and emergency response vehicles.
- Expressed traffic and safety concerns related to width reduction and lane removal.
- Expressed interest in having five vehicle lanes if funding is provided. Some suggested removing bicycle and pedestrian space to accommodate a fifth lane.
- Strong support for preserving bicycle and pedestrian space and climate-conscious transportation facilities.
- Expressed interest in transit-only lanes and improved transit operations.
- Expressed support for the reversible lane option.
- General support for the girder bridge type for the West Approach to preserve open views.
- Support for the bascule movable span bridge type to preserve open views.
- Expressed interest in the cable-supported bridge type for the East Approach.
- High interest in preserving Burnside Skatepark and Portland Saturday Market facilities.
- Interest in how project construction will impact the houseless community near the construction site and surrounding area.

- High interest in ramp connections to the bridge from locations like the Eastbank Esplanade with separate facilities to accommodate bicycles and pedestrians. People that stated support for ramp connections also prioritized public safety and accessibility.
- Some opposition to elevator and stair connections to the bridge. The primary reasons cited were safety, reliability, and maintenance.

Activity: Webinar

Purpose and Summary

The project team hosted a public webinar on Wednesday, December 1, 2021. The purpose of the webinar was to:

- Provide a supplemental or alternative way to learn about the cost-saving refinements to the Preferred Alternative and provide feedback.
- Provide an opportunity to virtually meet and interact with the project team, especially because of restrictions to in-person events.
- Provide an opportunity for people to ask questions directly to the project team and get answers in real-time, especially for individuals who do not belong to an organization that may have already received a briefing.

The event was hosted on Zoom and livestreamed to YouTube for greater accessibility. It was promoted with a news release, social media posts, and an e-newsletter. A total of 28 participants joined the Zoom meeting and four viewers tuned in to watch the YouTube livestream.

A recording of the webinar is available to view on Multnomah County's YouTube channel. As of 1/12/2021, the webinar recording had 23 views.

Key questions and comments received:

- *Questions about the likelihood of receiving federal funding from the Infrastructure Investment and Jobs Act.*
- *Understanding bike and pedestrian space requirements on each side of the bridge.*
- *Clarification about sufficient space needed between bicyclists and vehicle lanes.*
- *Interest in which modes of travel will be prioritized after an earthquake.*
- *Question about bridge design options to separate bike and pedestrian spaces.*
- *Interest in accessible connection options to the Eastbank Esplanade.*

- *Question about how the middle movable span will be operated.*
- *Question about the speed limit for the new bridge design.*
- *Interest in how the project will align with Multnomah County's Climate Action Plan.*
- *Suggestion to use a road zipper truck for the reversible vehicle lane allocation.*
- *Question about using electronic tolling as an option to fund the project.*

Activity: Diversity, Equity, and Inclusion Outreach

PURPOSE

Multnomah County partnered with the Community Engagement Liaisons (CELs) Program to continue building relationships and engaging with currently and historically underserved and underrepresented communities. The liaisons' efforts engaged the Black and African American, Native American, Vietnamese, Chinese, Latinx, Japanese, Arabic, and Russian and Ukrainian communities. These communities were identified in the project's 2019 Diversity, Equity, and Inclusion Plan based on frequently spoken languages within a one-mile radius of the project area and/or because of historical and cultural roots in the project area.

Discussion group with Latinx community members on December 9, 2021.

Due to restrictions for in-person events during the COVID-19 pandemic, the liaisons utilized online discussion groups and survey methods to help inform and gather input from their respective communities in November and December 2021. The online open house and survey were translated by the CELs Program into six languages: Arabic, Simplified Chinese, Japanese, Russian, Spanish, and Vietnamese.

The project engaged with a total of 263 individuals through translated online open house sites and discussion groups (see table below). For comparison, there were 210 participants reached through online methods during Round 3 engagement for bridge type selection in early 2021, 355 for Round 2 engagement for the Environmental Review in 2020, and 182 participants reached through in-person focus groups during Round 1 of the Environmental Review phase in 2019.

DEI Participants per Outreach Method in Round 4 Engagement

Community	# of Survey Respondents	# of Discussion Group Participants	Total Participants
Black and African American	N/a[a]	11	11
Native American	N/a[a]	6	6
Vietnamese	32	8	40
Chinese	32	11	43
Latinx	29	9	38
Japanese	40	10	50
Arabic	29	12	41
Russian	24	10	34
Total	**186**	**77**	**263**

[a]Survey responses generated specifically by DEI outreach efforts for the Black and African American and Native American communities were not explicitly tracked because these communities used the general English version of the survey.

DEI Participants per Outreach Round

Round of outreach	Timing	Total DEI participants reached
R4: Cost-saving measures	2021, November - December	243
R3: Bridge type selection	2021, February	210
R2: Recommended Preferred Alternative	2020, September	355
R1: Preferred Alternative evaluation criteria	2019, September	182

DISCUSSION GROUPS

The project team supported the liaisons in facilitating online discussion groups with the eight communities listed above. The purpose of the discussion groups was to engage in direct dialog with communities in addition to the online surveys. Each community had one session with six to 12 people and each participant received a $35 gift card for their time.

The content covered in the discussion groups was adapted from the online open house and survey questions. Information was shared using a PowerPoint presentation. Key takeaways for each discussion question are listed below:

1. Please tell us about how you use the Burnside Bridge (commute to work, weekends, via car, transit, walking, etc.?)

- Most participants, across all communities, primarily use a car when crossing the Burnside Bridge.
- Some participants use public transportation and a few walk or bike across the bridge.
- A participant from the Native American community visited the skatepark as a teen and currently visits with their children.

2. What do you think about the cost-saving strategies we have talked about today? Do they make sense? Do you have questions about them? Please explain.
    - Some participants were concerned about narrowing roads and removing a vehicle lane, ultimately increasing traffic congestion, and advised against those cost-cutting measures.
    - Some participants preferred to postpone construction to allow time to find more funding to build a wider bridge.
    - Some participants shared safety concerns if costs were scaled back.
    - Some Latinx participants suggested working with large companies downtown to provide additional funding.
    - The Japanese participants unanimously agreed with removing a vehicle lane.
    - Native American community members expressed concern about neglecting environmental mitigation efforts due to cost-cutting.
    - African American participants shared an interest in securing the necessary funding to design a bridge that mitigates traffic congestion, provides ample vehicle space, and considers future population growth.
    - Vietnamese participants were largely in support of the cost-saving strategies.
3. Should the County only be able to fund a four-lane bridge, which of the lane configurations would you prefer? Please explain your answer.
    - Most participants preferred the reversible lane option, including most Japanese, Black, and Vietnamese participants.
    - Most participants from the Chinese and Russian communities preferred the balanced option. The Chinese participants preferred this option because they felt it is important to have lanes in both directions and a dedicated bus lane for those who commute on public transit.
    - Some participants preferred whichever was the least expensive option.
    - Some participants shared that the options that preserve the bike lanes are important.

4. What do you think about the bridge-type recommendations for a girder structure type on the west side and a bascule movable span over the river? Do these recommendations make sense? Do you have any questions about them and why they are being recommended?

    - Most participants agreed on the recommendation for a girder structure on the west side and bascule movable span over the river to save on costs and provide an open view of the city skyline.
    - Native American participants shared concern about environmental impacts to the river and the impact on downstream communities. Aesthetics were of least concern to this group.

Additionally, the Black and Native American groups prompted discussion around past harms for their communities. Participants in the Native American discussion group shared feedback that the idea of 'cost-cutting' was particularly triggering to their community. This group was very concerned that cost-cutting measures will mean less mitigation for the natural environment and more harm to water quality, fish, wildlife, and vegetation.

Participants in the Black discussion group expressed concerns about mental health impacts related to the increase of traffic congestion in the metro area and the necessity to build a bridge that accommodates community needs. Some participants expressed frustration that cost-saving refinements were needed for the project given the urgency to build a bridge that could accommodate more emergency response vehicles and personnel that could be influential in saving lives.

SURVEY RESULTS IN LANGUAGES OTHER THAN ENGLISH

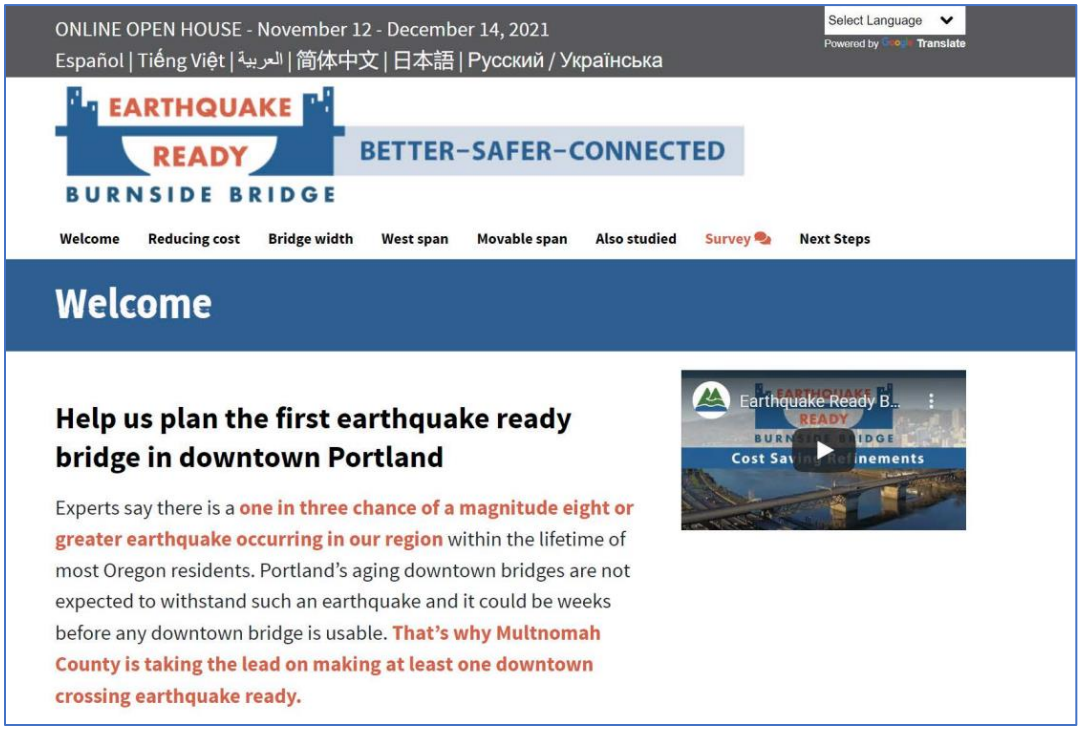
Results from the surveys taken in languages other than English were compared to the aggregate results of all survey respondents. These comparisons are included in the next report section, "Activity: Online Open House and Survey." Overall, results from surveys taken in languages other than English were fairly similar to the total responses.

Activity: Online Open House and Survey

PURPOSE AND REACH

The online open house and survey featuring the Cost Saving Refinements to the Preferred Alternative were available to the general public from November 12 through December 14, 2021. This online activity provided an opportunity for people to learn about the status of the project and review and provide input on the proposed refinements. The online open house included an overview video about the status of the project and proposed refinements, captioned in seven languages.

The online open house and survey received over 4,000 visitors and over 1,500 responses. The survey included a mix of multiple-choice qualitative and open-ended questions. It also requested users' travel mode and demographic information. The online open house and survey were translated by the CELs Program into six languages: Arabic, Simplified Chinese, Japanese, Russian, Spanish, and Vietnamese.



A screenshot of the online open house and survey

As an outreach and engagement tool, survey respondents were self-selected, and the results were not intended to be statistically valid. Stakeholders were notified of the sites through a variety of notifications outlined in the "Media and Notifications" section in this report.

SURVEY RESULTS AND COMMENT THEMES

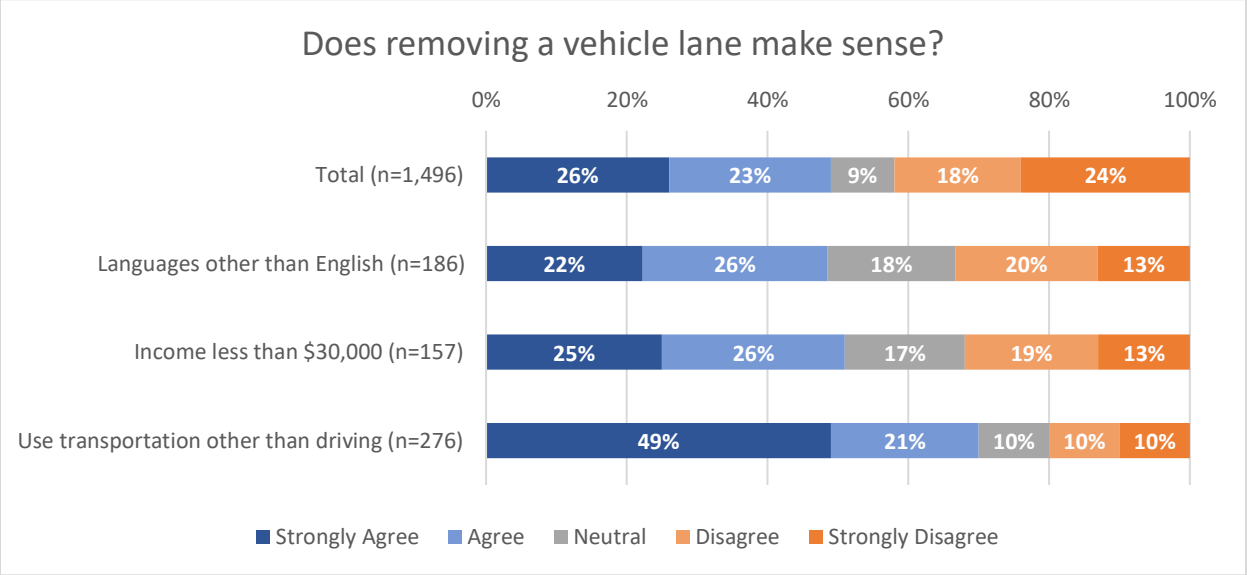
A total of 1,509 people responded to the R4 Cost-Saving Measures survey; similar to the level of engagement with the previous survey opportunity in early 2021. Neither of the online surveys conducted in 2021 achieved the level of participation reached during the 2020 online survey, which sought input on recommending a preferred alternative.

Survey Results per Outreach Round

Round of outreach	Timing	Online survey responses
R4: Cost-saving measures	2021, November	1,509
R3: Bridge type selection	2021, February	1,916
R2: Recommended Preferred Alternative	2020, September	6,827
R1: Preferred Alternative evaluation criteria	2019, September	830

Total survey results for each question below include responses in all languages. Cross comparisons of specific demographic groups are also included in the analysis. These demographic groups included results from respondents who took the survey in languages other than English, respondents with an average annual household income of less than $30,000, and respondents who use a mode of transportation other than driving when crossing the Burnside Bridge. These categories are broken out to reflect the views of underrepresented groups. The number of responses to individual questions varied because survey participants were able to answer as many or as few questions as they chose.

Question 1: Given the cost savings, do you think that removing a vehicle lane makes sense?



A total of 1,496 participants responded to this question. Overall, 49 percent strongly agreed or agreed with removing a vehicle lane. Nine percent were neutral and 42 percent strongly disagreed or disagreed.

Cross comparisons of specific demographic groups compared to the overall results found the following:

- Respondents who took the survey in languages other than English were **equally in favor** of removing a vehicle lane compared to the overall results. Forty-eight percent strongly agreed or agreed, 18 percent were neutral, and 33 percent strongly disagreed or disagreed.
- Respondents with an average annual household income of less than $30,000 **were equally in favor** of removing a vehicle lane compared to the overall results. Fifty-one percent strongly agreed or agreed, 17 percent were neutral, and 22 percent strongly disagreed or disagreed.
- Respondents who cross the Burnside Bridge using a mode of transportation other than driving were **much more in favor** of removing a vehicle lane compared to the overall results. Seventy percent strongly agreed or agreed, 10 percent were neutral, and 20 percent strongly disagreed or disagreed.

1B. WHY OR WHY NOT?

Of the respondents who strongly agreed or agreed, a total of 454 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Advances climate goals** - comments in support of removing a vehicle lane because it would reduce greenhouse gas emissions from the transportation sector by discouraging reliance on vehicles and encouraging walking, biking, and riding transit. Multiple comments also cited induced demand or the likelihood that having increased availability would increase use.
- **Cost** – comments in support of removing a vehicle lane because of the cost savings.
- **Get it built** – comments recognizing that while five lanes may be preferred, it is better to build an imperfect bridge than not have one at all in the event of an earthquake.
- **Five lanes are unnecessary** – comments in support of removing a vehicle lane because four vehicle lanes are sufficient space for the amount of traffic and an additional lane is not worth the added cost.
- **Bike and pedestrian safety** – comments noting the current lack of safety for people biking, walking, and rolling on the bridge and requesting lower vehicle speeds, crashworthy barriers, and other related safety measures.
- **Reversible lane support** – comments in support of removing a vehicle lane if the reversible lane option can be designed to mitigate traffic impacts.
- **Road capacity** – comments noting that the bridge width should match the road capacity of the rest of downtown and the traffic lights on each end of the bridge to reduce the need for merging and prevent bottlenecking.
- **Other –** one-off or small groupings of comments about a variety of topics such as expressing dislike for a dedicated bus-only lane, concern for the houseless populations near the bridge, and feeling that the money saved could be spent on other projects.

Of the neutral respondents, a total of 71 provided an explanation for their selection. Comment categories from most to least common were as follows:

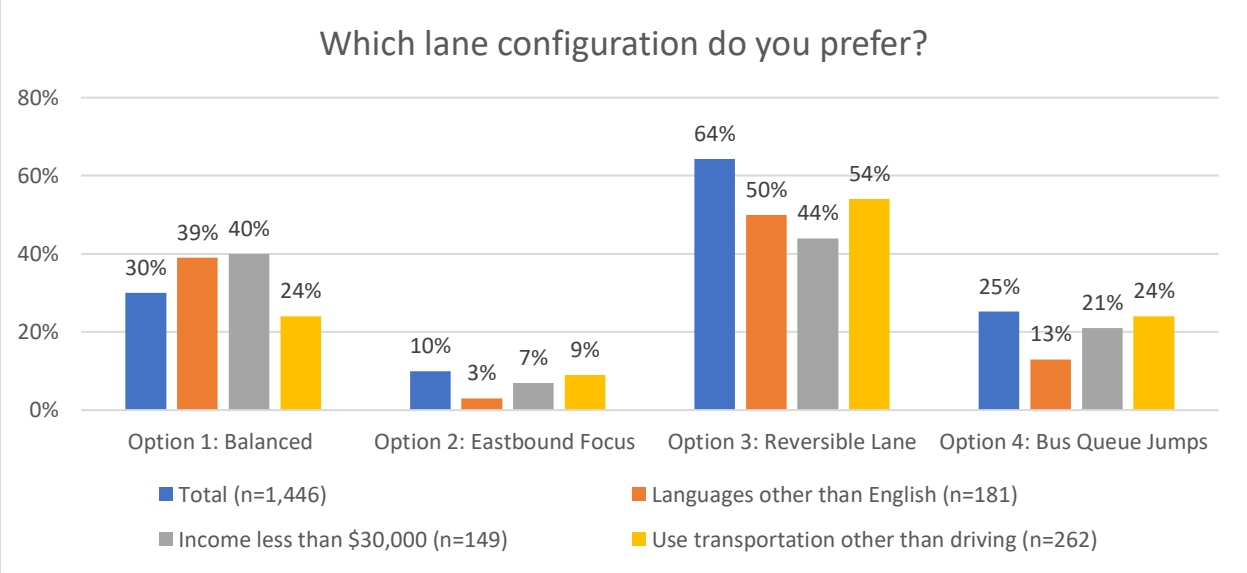
- **Five lanes preferred** – comments with a preference for five lanes, but understanding the need to reduce costs to build the bridge.
- **Need more information** – comments that were unsure if a lane removal would provide enough space or create congestion.
- **Transit priority** – comments noting the importance of transit priority.
- **Reversible lane support** – comments hoping the reversible lane option can be designed to mitigate traffic impacts.

- **Long term cost** – comments noting that short-term savings may not be worth the long-term cost of congestion.
- **Maximum capacity for post-earthquake** – comments noting the bridge should be designed for maximum capacity if it will be the only bridge remaining after an earthquake.
- **Remove bike, pedestrian, or bus lane** – comments suggesting removing a bike, pedestrian, or dedicated bus lane to allow more room for vehicles. and noting that post-earthquake pedestrians will likely walk in the vehicle lanes anyway.
- **Other** – one-off or small groupings of comments about a variety of topics such as concern for making a decision based on funding over safety, support for the Burnside Skatepark, and urging wider individual vehicle lanes.

Of the respondents who strongly disagreed or disagreed, a total of 527 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Future growth** – comments in opposition to removing a vehicle lane because of fear that Portland's growing population will result in increased congestion.
- **Current traffic** – comments in opposition to removing a vehicle lane because current traffic is already an issue.
- **Maximum capacity for post-earthquake** – comments in opposition to removing a vehicle lane because the bridge should be designed for maximum capacity if it will be the only bridge remaining after an earthquake.
- **Remove bike, pedestrian, or bus lane** – comments suggesting removing a bike, pedestrian, or dedicated bus lane to allow room for vehicles.
- **Two lanes each way** – comments in support of having two lanes in each direction.
- **Driving equity** – comments noting that not everyone can choose to take transit, walk, or bike due to living too far from downtown or needing to drive for their job.
- **Reversible lane support** – comments hoping the reversible lane option can be designed to mitigate traffic impacts if a lane must be removed.
- **Other –** one-off or small groupings of comments about a variety of topics such as arguing that the bridge should be replaced with at least the same lane capacity as present-day and that the project should find the money to build the original Prefered Alternative.

Question 2: Each of the four-lane configuration options has 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?



Note: Percentages add up to more than 100 percent because respondents could select multiple options.

A total of 1,446 participants responded to this question. Overall, 64 percent preferred Option 3: Reversible Lane. Thirty percent preferred Option 1: Balanced, 25 percent preferred Option 4: Bus Queue Jumps (i.e. expedited lanes for buses at the intersections on either side of the bridge), and 10 percent preferred Option 2: Eastbound Focus.

Cross comparisons of specific demographic groups compared to the overall results found the following:

- Respondents who took the survey in languages other than English had the **same preference order as the overall results**. Fifty percent preferred Option 3: Reversible Lane. Thirty-nine percent preferred Option 1: Balanced, 13 percent preferred Option 4: Bus Queue Jumps, and 3 percent preferred Option 2: Eastbound Focus.
- Respondents with an average annual household income of less than $30,000 had the **same preference order as the overall results**. Forty-four percent preferred Option 3: Reversible Lane. 40 percent preferred Option 1: Balanced, 21 percent preferred Option 4: Bus Queue Jumps, and 7 percent preferred Option 2: Eastbound Focus.
- Respondents who cross the Burnside Bridge using a mode of transportation other than driving had the **same preference order as the overall results**. Fifty-four percent preferred Option 3:

Reversible Lane. 24 percent preferred Option 1: Balanced, 24 percent preferred Option 4: Bus Queue Jumps, and 9 percent preferred Option 2: Eastbound Focus.

2B. WHY? (PLEASE EXPLAIN)

Of the respondents who chose only Option 1: Balanced, a total of 314 participants provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Maintain or improve current traffic flow** – comments in support of having two vehicle lanes going in each direction (eastbound and westbound).
- **General support** – comments in general support of Option 1: Balanced.
- **Prioritize transit** – comments in support of a dedicated bus lane.
- **Reversible option is impractical** – comments opposed to Option 3: Reversible Lane.
- **Don't narrow vehicle lanes** – comments against narrowing vehicle lanes.
- **Other –** one-off or small groupings of comments about a variety of topics such as concern for removing a vehicle lane, prioritizing safety, and planning for future population growth and traffic needs.

Of the respondents who chose only Option 2: Eastbound Focus, a total of 79 participants provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Addresses afternoon congestion** – comments that agree with addressing eastbound afternoon traffic.
- **Prioritize transit** – comments in support of a dedicated bus lane.
- **General Support** – general support for Option 2: Eastbound Focus without citing a specific reason.
- **Reversible option is impractical** – comments opposed to Option 3: Reversible Lane.
- **Other –** one-off or small groupings of comments about a variety of topics such as concern for removing a vehicle lane, current traffic congestion in downtown Portland, and support for reducing greenhouse gas emissions.

Of the respondents who chose only Option 3: Reversible Lane, a total of 687 participants provided an explanation for their selection. Comment categories from most to least common were as follows:

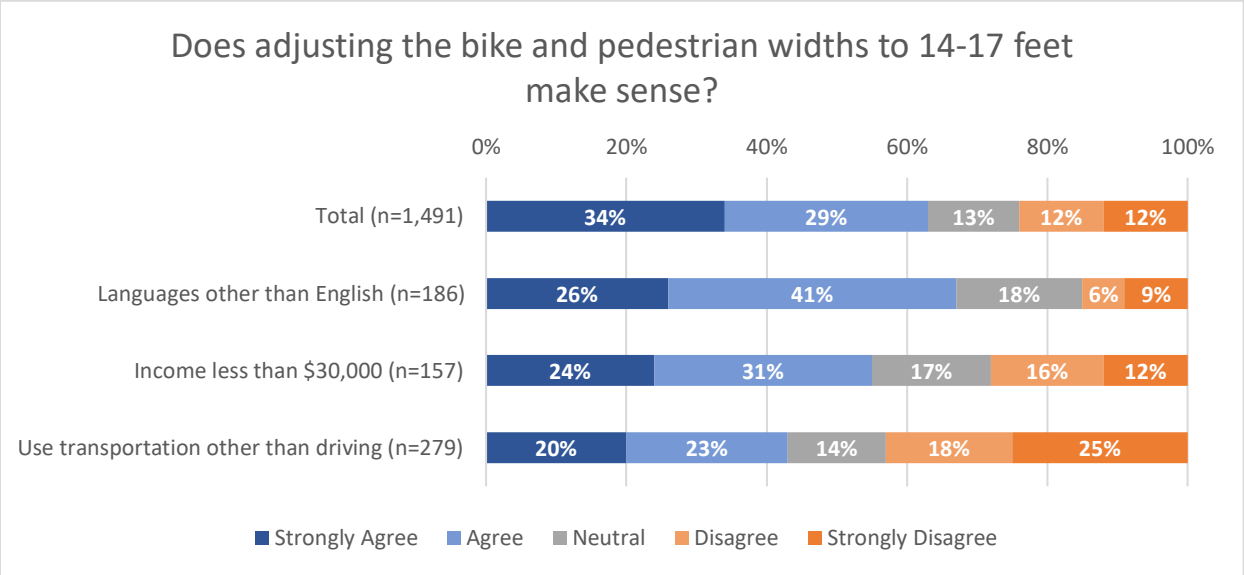
- **Manage/reduce congestion** – comments in support of Option 3: Reversible Lane because it addresses traffic needs during morning and evening peak commutes.

- **Flexibility and versatility** – comments in support of Option 3: Reversible Lane because of the flexibility and versatility it provides.
- **General support** – comments in general support of Option 3: Reversible Lane without citing a specific reason.
- **Prioritize transit** – comments in support of adding a dedicated bus lane or benefits to public transit times.
- **Space efficiency** – comments in support of an option that uses finite space most effectively.
- **Financial benefit –** comments in support of Option 3: Reversible Lane because it has the most cost savings.
- **Other –** one-off or small groupings of comments about a variety of topics such as environmental benefits of the reversible lane option, concern for removing a vehicle lane, planning for future population growth and traffic needs, and preference for removing the bus-only lane.

Of the respondents who chose only Option 4: Bus Queue Jumps, a total of 227 participants provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Prioritize transit** – comments in support of Option 4: Bus Queue Jumps because it would prioritize transit and improve congestion.
- **Maintain current traffic lane configuration** – comments in support of Option 4: Bus Queue Jumps because it would maintain four vehicle lanes.
- **Reversible option is impractical** – comments opposed to Option 3: Reversible Lane.
- **General support –** comments in general support of Option 4: Bus Queue Jumps without citing a specific reason.
- **Financial benefit –** comments in support of Option 4: Bus Queue Jumps because they assumed it would have the most cost savings.
- **Climate benefits** – comments in support of reducing greenhouse gas emissions.
- **Other –** one-off or small groupings of comments about a variety of topics such as current traffic congestion in downtown Portland, preference for removing the bus-only lane.

Question 3: Given the cost savings, do you think that adjusting the bike and pedestrian widths from 20 to 14-17 feet makes sense?



A total of 1,491 participants responded to this question. Overall, 63 percent strongly agreed or agreed with adjusting the bike and pedestrian widths to 14-17 feet. Thirteen percent were neutral and 24 percent strongly disagreed or disagreed.

Cross comparisons of specific demographic groups compared to the overall results found the following:

- Respondents who took the survey in languages other than English were **slightly more in favor** of adjusting the bike and pedestrian widths compared to the overall results. Sixty-seven percent strongly agreed or agreed, 18 percent were neutral, and 15 percent strongly disagreed or disagreed.
- Respondents with an average annual household income of less than $30,000 were **slightly less in favor** of adjusting the bike and pedestrian widths compared to the overall results. Fifty-five percent strongly agreed or agreed, 17 percent were neutral, and 28 percent strongly disagreed or disagreed.
- Respondents who cross the Burnside Bridge using a mode of transportation other than driving were **less in favor** of adjusting the bike and pedestrian widths compared to the overall results. Forty-three percent strongly agreed or agreed, 14 percent were neutral, and 43 percent strongly disagreed or disagreed.

3B. WHY OR WHY NOT?

Of the respondents who strongly agreed or agreed, a total of 540 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **The refined preferred alternative is wide enough** – comments in support of adjusting bike/pedestrian space because the proposed width is sufficient. Many people compared the proposed width to local bridges with similar bike and pedestrian spaces like the Tilikum Crossing. Respondents were satisfied with allocating 14 ft. of space, though some preferred 17 ft., and most felt that 20 ft. was excessive.
- **Cost** – comments in support of adjusting bike/pedestrian lanes because of the cost savings.
- **Vehicle lanes are more important** – comments in support of adjusting bike/pedestrian space widths because they felt that vehicle lanes are more important. Related comments also stated that bicyclists and pedestrians need less space to maneuver compared to vehicles. Some comments also stated that more people commute by car therefore cars need space and should take priority.
- **Low bike and pedestrian traffic** – comments in support of adjusting bike/pedestrian space because they felt that the Burnside Bridge does not have significant bicycle or pedestrian traffic.
- **Barriers, safety, and signage** – People felt that the proposed width is enough room for people to safely use the bridge though their main concern was about signage, striping, or barriers.
- **Prefer wider paths** – comments expressing a preference for wider paths if possible but, overall, still agree with the decision to reduce to 14-17 ft.
- **Smaller lane** – comments stating that the bike/pedestrian space should be smaller than proposed in the refined preferred alternative. Some people felt that fourteen feet is unnecessary because bikes and pedestrians don't need as much space to move as other modes of transportation.
- **Other options for bike and pedestrian commuters** – comments in support of adjusting bike/pedestrian space because they felt that a 20 ft. width is unnecessary since there are alternative bridges in Portland that are bike/ped friendly.
- **Vehicle Registration Fee (VRF) and taxes** – comments in support of adjusting bike/pedestrian space because cyclists and pedestrians do not pay a VRF, or gas tax used to fund the bridge.
- **Other** – one-off or small groupings of comments about a variety of topics such as accessible connections to the Eastbank Esplanade, support for removing a bike/pedestrian lane, and preference for five vehicle lanes.

Of the neutral respondents, a total of 85 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Safety** – Comments mostly reference the need for safety precautions such as crashworthy barriers to protect cyclists and pedestrians from vehicles.
- **General support** – comments in general support of adjusting bike and pedestrian space.
- **Prioritize bicycles and pedestrians** – Many comments stated that they would have preferred a 20 ft. bike/ped space to support active transportation. Most respondents understand the decision to adjust given the issue of cost.
- **Low bike and pedestrian traffic** – comments in support of adjusting bike/pedestrian lane because they felt that the Burnside Bridge does not have significant bicycle or pedestrian traffic.
- **Prefer wider paths** – comments expressing a preference for wider paths if possible but, overall, still agree with the decision to reduce to 14-17 ft.
- **Smaller lane** – comments stating that the bike/pedestrian lane should be smaller than proposed in the refined preferred alternative. Some people felt that fourteen feet is unnecessary because bikes and pedestrians don't need as much space to move as other modes of transportation.
- **Vehicle lanes are more important** – comments in support of adjusting bike/pedestrian space because they felt that vehicle lanes are more important. Related comments also stated that bicycles and pedestrians need less space to maneuver compared to vehicles. Some comments also stated that more people commute by car therefore cars need space and should take priority.
- **No opinion** - comments that were indifferent, didn't have a strong opinion, or didn't feel qualified to comment.
- **Other** – one-off or small groupings of comments about a variety of topics such as protecting the Burnside Skate Park, support for removing a bike/pedestrian lane, prioritizing earthquake resiliency, and economic recovery.

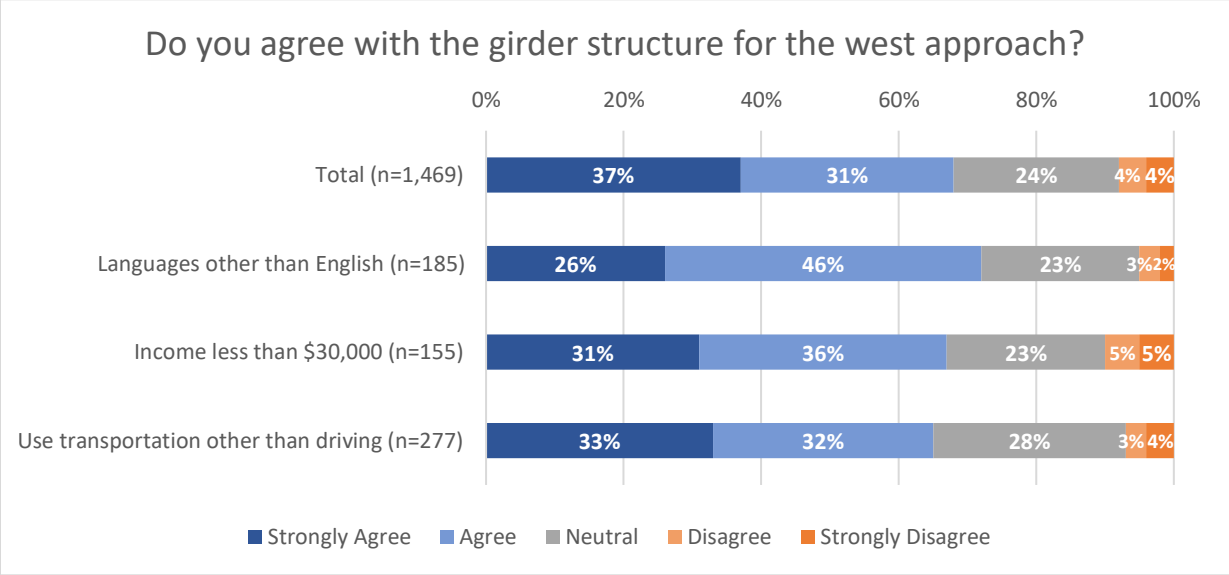
Of the respondents who strongly disagreed or disagreed, a total of 268 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Prioritize bicycles and pedestrians** – Comments in opposition to adjusting bike/pedestrian space because they want to prioritize active transportation and sustainable infrastructure. Most responses focus on Portland's commitment to reducing emissions from vehicles and encouraging more people to commute via bike or walking.
- **Bike and pedestrian safety** – Comments in opposition to adjusting bike/pedestrian space because of the need for pedestrians and bicycles to have more space to safely commute. Some

were also concerned with the wider spread use of electric scooters and how this could impact safety on the bridge.

- **Prefer wider paths** – comments expressing a preference for wider paths if possible but, overall, still agree with the recommendation to reduce to 14-17 ft.
- **Population growth and long-term use** – Comments in opposition to adjusting bike/pedestrian space because of potential future demand. Responses focused on Portland's population growth and the possibility that bike and pedestrian space will need to be widened again in the future, so it is better to invest in a larger space now for long-term use.
- **Vehicle lanes are more important** – comments in support of adjusting bike/pedestrian space because they felt that vehicle lanes are more important. Related comments also stated that bicycles and pedestrians need less space to maneuver compared to vehicles. Some comments also stated that more people commute by car therefore cars need space and should take priority.
- **Narrower vehicle lanes** – Comments in opposition to adjusting bike/pedestrian space because they felt that vehicle lanes could be narrowed instead.
- **Other –** one-off or small groupings of comments about a variety of topics such as accessibility, overall project cost, support for a visually pleasing and functional bridge design, and future driving conditions.

Question 4: Given the cost savings and open views, do you agree with the girder structure type recommendation for the west approach?



A total of 1,469 participants responded to this question. Overall, 68 percent strongly agreed or agreed with selecting a girder structure for the west approach. Twenty-four percent were neutral and 8 percent strongly disagreed or disagreed.

Cross comparisons of specific demographic groups compared the overall results found the following:

- Respondents who took the survey in languages other than English were **slightly more in favor** of selecting a girder structure for the west approach compared to the overall results. Seventy-two percent strongly agreed or agreed, 23 percent were neutral, and 5 percent strongly disagreed or disagreed.
- Respondents with an average annual household income of less than $30,000 were **equally in favor** of selecting a girder structure for the west approach compared to the overall results. Sixty-seven percent strongly agreed or agreed, 23 percent were neutral, and 10 percent strongly disagreed or disagreed.
- Respondents who cross the Burnside Bridge using a mode of transportation other than driving were **equally in favor** of selecting a girder structure for the west approach compared to the

overall results. Sixty-five percent strongly agreed or agreed, 28 percent were neutral, and 7 percent strongly disagreed or disagreed.

4B. WHY OR WHY NOT?

Of the respondents who strongly agreed or agreed, a total of 496 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Preserves views** – comments in support of a girder structure because it would preserve the current views of and from the bridge on the west side. Many specifically cited preserving views of the historic districts, the Portland Oregon sign, and maintaining a simple skyline.
- **Cost savings** – comments in support of a girder structure because of the associated cost savings and fiscal responsibility of the County.
- **General agreement** – comments in general agreement with a girder structure for the reasons stated in the online open house, because it was their original preference, didn't have a strong opinion, or without citing a specific reason.
- **Functional solution** – comments acknowledging that a girder is a functional solution that does not compromise safety or efficiency.
- **Prefer girder aesthetics** – comments in support of a girder structure because they prefer its design aesthetic and that it would give the bridge a more streamlined look.
- **Retains current feel** – comments in support of a girder structure because it would retain the look and feel of the current bridge and remain closer to the historic design.
- **Improvement for Waterfront Park –** comments noting that the revised girder design is an improvement on previous iterations, especially with the added clearance in Waterfront Park.
- **Dislike girder aesthetics** – comments expressing that the girder is a missed opportunity to design a visually striking bridge or expressing concerns about the asymmetry of the overall design.
- **Permittable and fundable –** comments in support of a girder structure because of permitting issues that make it more likely to receive federal funding.
- **Other –** one-off or small groupings of comments about a variety of topics such as speed of construction, concerns about the seismic resiliency of girders, concerns about an unbalanced bridge design, and over-prioritizing historic districts.

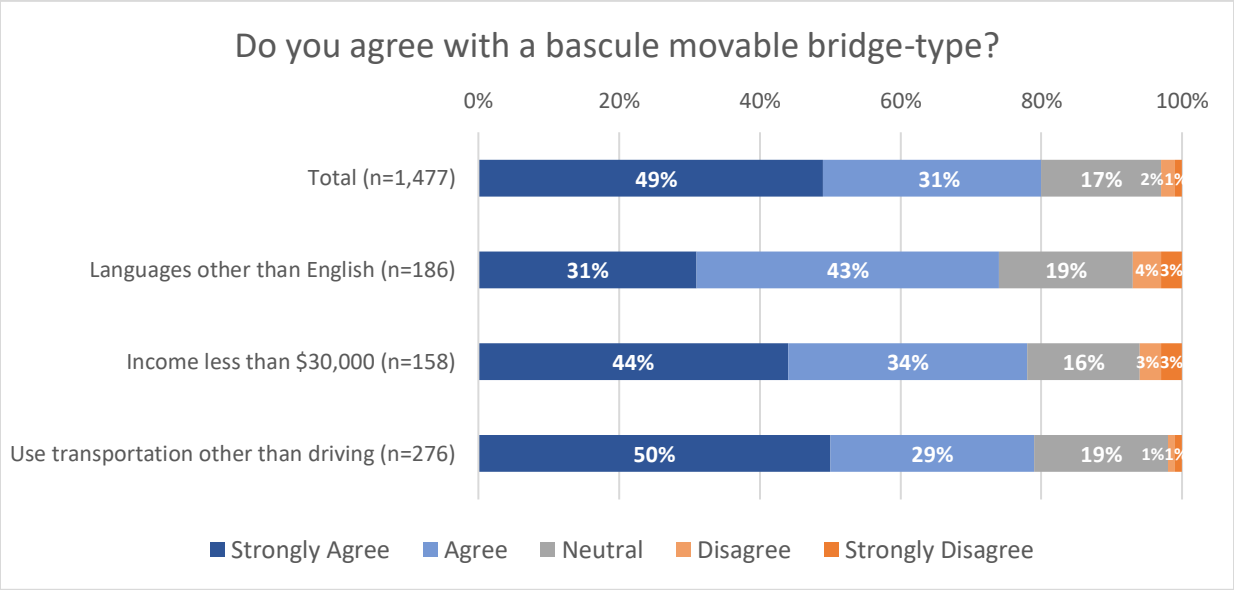
Of the neutral respondents, a total of 95 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Aesthetics** – comments expressing that a girder structure is not aesthetically pleasing or expressing concern about the asymmetry of the overall design.
- **No opinion** – comments that were indifferent, didn't have a strong opinion or didn't feel qualified to comment.
- **Tradeoffs make sense** – comments acknowledging that the girder structure makes sense, primarily because of the cost savings, even though it may compromise on design and space in Waterfront Park.
- **Views** – comments expressing that impacts to views should not be considered or are not as important as other aspects.
- **Safety** – comments supporting whichever bridge design is the most seismically resilient and safe.
- **Future flexibility** – comments in support of building a bridge that can accommodate future needs.
- **Other** – one-off or small groupings of comments about a variety of topics such as protecting the Burnside Skatepark, securing federal funding, and specific design preferences.

Of the respondents who strongly disagreed or disagreed, a total of 72 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Aesthetics** – comments in opposition to a girder structure because it is not aesthetically pleasing and the Burnside Bridge should have an iconic design.
- **Symmetry** – comments in opposition to a girder structure because of the unbalanced look the bridge would have compared to the east span. A few comments asked about the possibility of a girder structure for the east span.
- **Worse for safety** – comments expressing concern about the safety and stability of a girder structure in an earthquake.
- **Not worth the cost savings** – comments expressing that a girder structure is not worth the cost savings.
- **Confusion between girder and bascule movable span** – comments that seemed to conflate the girder structure for the west span with the bascule movable span in the middle of the bridge.
- **Other** – one-off or small groupings of comments about various topics, including general disagreement, using quality construction materials, building for maximum longevity, and sustainability.

Question 5: 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?



A total of 1,477 participants responded to this question. Overall, 80 percent strongly agreed or agreed with a bascule movable bridge-type. Seventeen percent were neutral and 3 percent strongly disagreed or disagreed.

Cross comparisons of specific demographic groups compared to the overall results found the following:

- Respondents who took the survey in languages other than English were **slightly less in favor** of a bascule movable bridge-type compared to the overall results. Seventy-four percent strongly agreed or agreed, 19 percent were neutral, and 7 percent strongly disagreed or disagreed.
- Respondents with an average annual household income of less than $30,000 were **equally in favor** of a bascule movable bridge-type compared to the overall results. Seventy-eight percent strongly agreed or agreed, 16 percent were neutral, and 6 percent strongly disagreed or disagreed.
- Respondents who cross the Burnside Bridge using a mode of transportation other than driving were **equally in favor** of a bascule movable bridge-type compared to the overall results.

Seventy-nine percent strongly agreed or agreed, 19 percent were neutral, and 2 percent strongly disagreed or disagreed.

5B. WHY OR WHY NOT?

Of the respondents who strongly agreed or agreed, a total of 573 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **Less cost** – comments cited findings that the bascule would cost less than a lift span as the basis for their support.
- **Preferable design** – comments in support of a bascule movable bridge-type because they generally prefer the design of the bascule.
- **Avoids visual impact** – comments in support of the bascule movable bridge-type because it would avoid visual impact, generally, or the view of downtown Portland.
- **Less environmental impact** – comments cited the analysis finding that the girder would have less environmental impact than a vertical lift.
- **General support** – comments offered no specific rationale for the preference for a bascule movable bridge type.
- **Matches west-side girder and/or the existing bridge** – comments that the 'flat' design of the bascule lift span is preferable for matching the current bridge or a girder structure on the west side of the bridge.
- **Less navigation impact** – comments that the bascule movable bridge type would have less impact on vessels navigating the river because of its speed or vertical clearance.
- **Previous preference** – comments that the respondent had previously decided they preferred the bascule movable bridge-type during an earlier outreach phase and continue to hold that preference.
- **Improves permitting** – comments that agreed that the bascule movable bridge type is preferred as the most permittable option.
- **Less traffic impact** – comments that the bascule movable span is preferred because they felt it would have the least impact on vehicles crossing the bridge by working faster and/or avoiding the use of an overhead weight.
- **Other –** one-off or small groupings of comments about a variety of topics such as that they thought the bascule would be more seismically resilient, that it would function better, faster, or with reduced maintenance needs.

Of the neutral respondents, a total of 62 provided an explanation for their selection. Comment categories from most to least common were as follows:

- **No stated preference** – comments most often stated no preference.
- **Cost** – comments that the lower cost option should be selected despite aesthetic considerations.
- **Prefer other bridge types** – comments stated that they preferred a high bridge type that would not require a movable span.
- **Seismic concerns** – comments that the bascule movable span has seismic concerns.
- **Navigation concerns** – comments that whichever moveable span is chosen should support river navigation.
- **Support future rail use** – comments that the movable span should be compatible with future uses including rail.
- **Maintenance concern** – comments a bascule moveable bridge type is prone to sticking open or closed during certain weather conditions.
- **Other –** one-off or small groupings of comments about a variety of topics such as concerns about maintenance, future rail use on the bridge, visual appeal, similarity to the existing bridge, climate, and environmental considerations.

Of the respondents who strongly disagreed or disagreed, a total of 32 provided an explanation for their selection. Comment categories from most to least common were as follows:

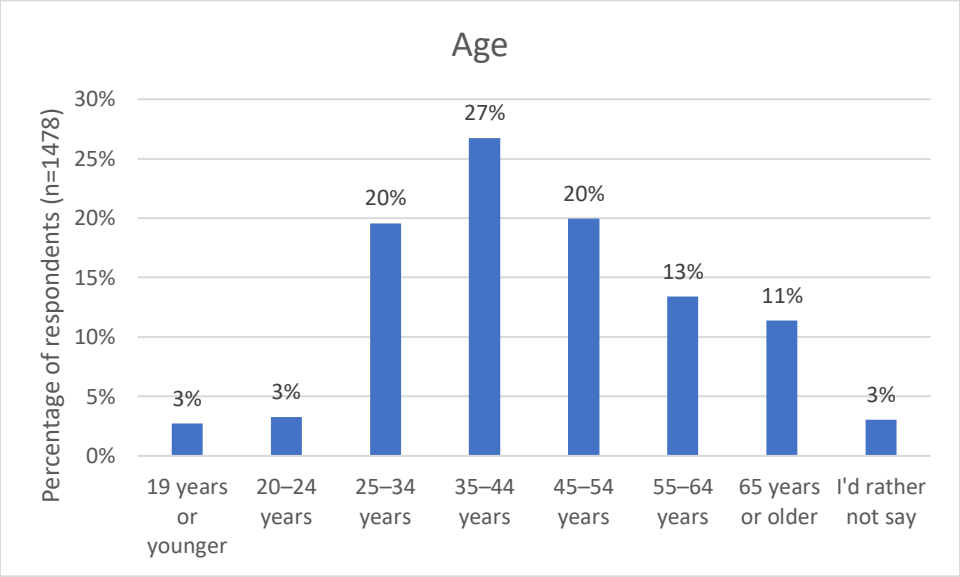
- **Less visually appealing** – comments in opposition to a bascule movable bridge-type because they thought it is less visually interesting or less in the style of other Portland bridges compared to the vertical lift option.
- **Prefer other bridge types –** comments stated that they preferred a high bridge type that would not require a movable span.
- **Concerns with navigation impacts** – comments that don't support a movable span or expressed indifference to the choice
- **Concerns with traffic impacts** – comments that don't support a movable span because of traffic delays
- **Prefer the existing bridge** – comments that they simply do not support replacing the existing bridge
- **Vertical lift is proven to work** – comments that the vertical lift works well on other Portland bridges

- **Non-specific support** – comments that offered no specific rationale for the preference for a vertical lift movable bridge type
- **Other –** one-off or small groupings of comments about a variety of topics such as that the vertical lift was more flexible or saves space

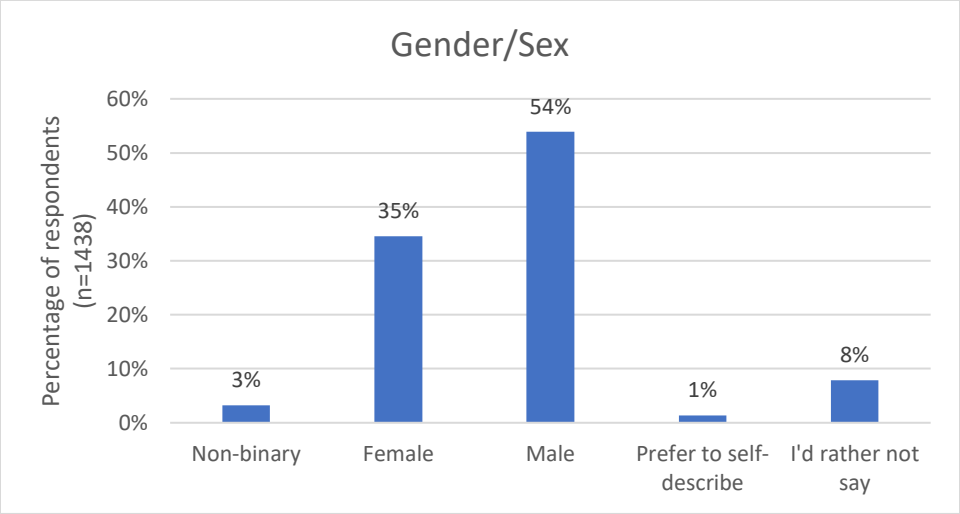
Who We Heard From

Demographic questions were included in the online survey to better understand the input provided, identify the demographic groups reached through engagement activities, and adjust future public participation planning for the project. Graphs include responses provided across all seven languages.

What is your age?

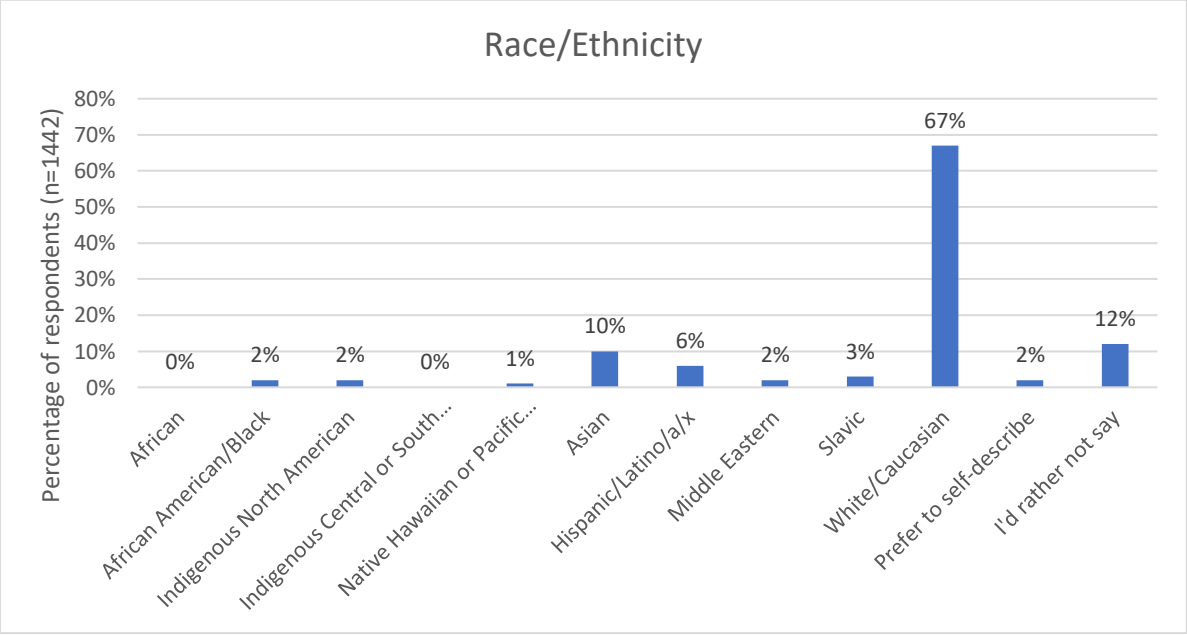


Which gender/sex do you most identify with?



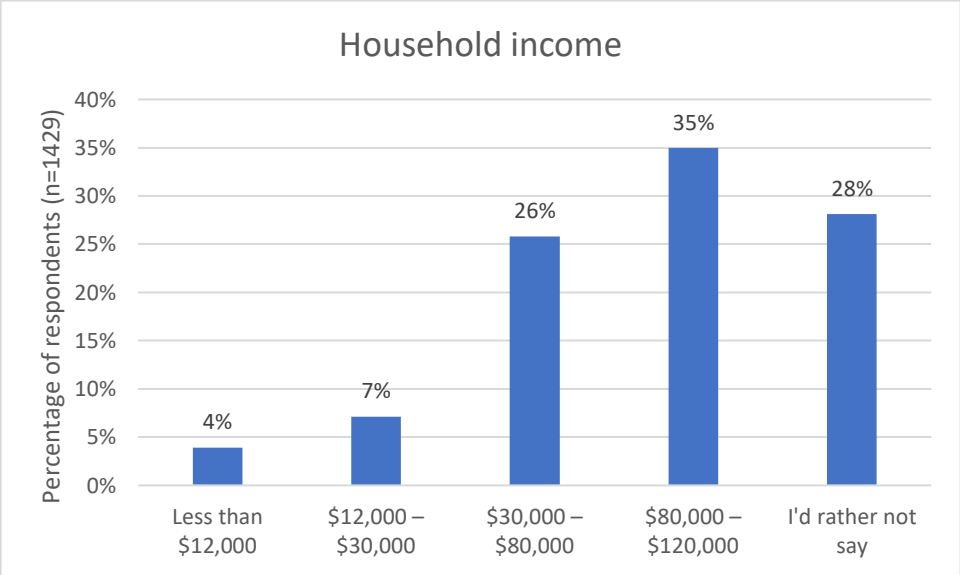
People who identified as male were overrepresented in the survey. During the survey window, the project team made an effort to diversify this trend by reaching out to organizations that focus on engaging with women, such as the Women's Transportation Seminar.

What race/ethnicity best describes you?



Note. Percentages add up to more than 100 percent because respondents could select multiple options.

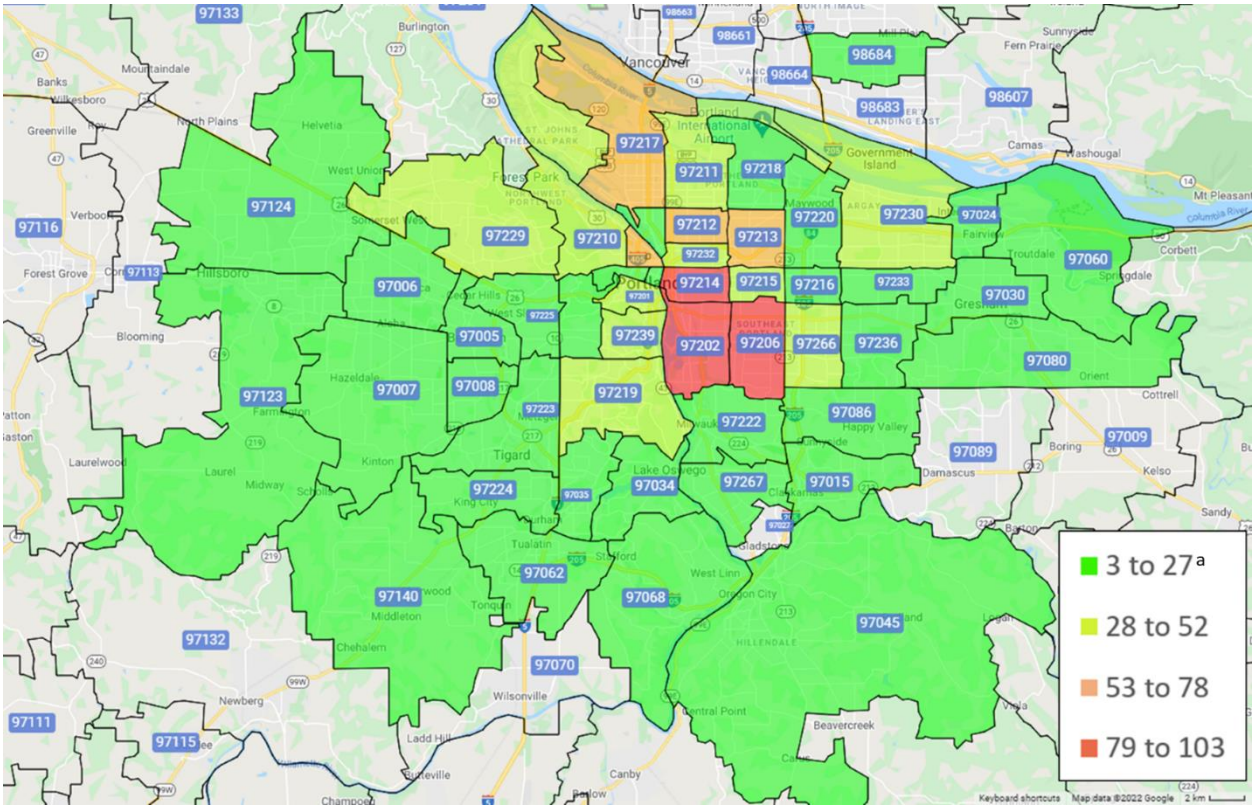
What is your household income?



Reported household incomes of survey respondents are shown. Higher-income residents were over-represented as a group. The project team will work to diversify the income levels of survey takers in the future. For comparison, the median household income of Multnomah County residents was $69,176 (2015-2019 ACS).

What is your zip code?

Concentration of Survey Responses by Zip Code in the Portland Metro Area



Note. This map focuses on the zip code data received within the Portland Metro Area. Additional zip codes beyond this area may have been submitted.

Zip codes with fewer than three respondents were not included in this map to help maintain anonymity.

A total of 1,372 respondents provided their zip codes. Eighty-eight percent of respondents' zip codes were within Multnomah County.

The ten most common zip codes were:

Zip Code	Count
97214	103
97202	96
97206	88

97209	66
97213	63
97212	56
97217	53
97215	45
97219	45
97210	43

Media and Notifications

Purpose and Approach to Media Coverage

The approach to notify the public about the online open house and survey was to use project-led social media posts and paid ads, e-newsletters, emails, and news releases to promote the input opportunity. These efforts were then bolstered by external outlets like elected officials' e-newsletters and news media.

The top three traffic referrers to the online open house were Facebook, KATU, and the Multnomah County website. Self-reported data from survey respondents showed that 34 percent heard about the online open house from news media, 20 percent from Facebook, and 12 percent from Multnomah County emails.

To complement traditional media coverage, the team added a Facebook paid ad set to target a broader audience. This resulted in 22,716 user engagements (likes, shares, comments, and video views) and 1,098 link clicks to the online open house. Overall, social media drove 33 percent of online open house traffic. Of the traffic driven by social media platforms, 81 percent came from Facebook, 14 percent from Twitter, and 1 percent from Instagram.

20	Media stories
150,184	Social media impressions
10	News releases and e-newsletters (from the project team and others)
3,466	Project e-newsletter recipients
148	Text message recipients
596	YouTube video views
3	Ads in languages other than English

Multnomah County notified members of the public about the online open house by using:

- The project website.

- Social media advertising, including organic (Facebook, Instagram, Twitter) and paid posts on Facebook.
- Targeted emails to project stakeholder groups (such as project committees, community neighborhoods, business organizations, and agency partners) encouraging them to re-share information about the input opportunity.
- Banner on the bridge (2 – one in each driving direction).
- E-newsletters (3).
- News releases (3).
- External organization e-newsletters (2).
- Multnomah County Commissioners' e-newsletters (1).
- Multnomah County Wednesday Wire employee e-newsletter (1).
- Media stories from various outlets including KATU2, OregonLive, KGW8, OPB, BikePortland.org, and others (20).
- Advertisements in languages other than English (3).

MEDIA COVERAGE

This round of outreach received more media attention than the previous round. This may have been due to the emphasis on cost savings and because it was not a part of the initial plan for the project. This round of outreach was also complicated at times by competing news coverage related to the possible connection options between the bridge and the Eastbank Esplanade and Waterfront Park; an idea being promoted, in large part, by the advocacy group, Human Access Project to create more accessible river access in Downtown Portland. The decision around bridge connections to the Eastbank Esplanade and the Skidmore MAX Station will take place during the Final Design phase.

SOCIAL MEDIA

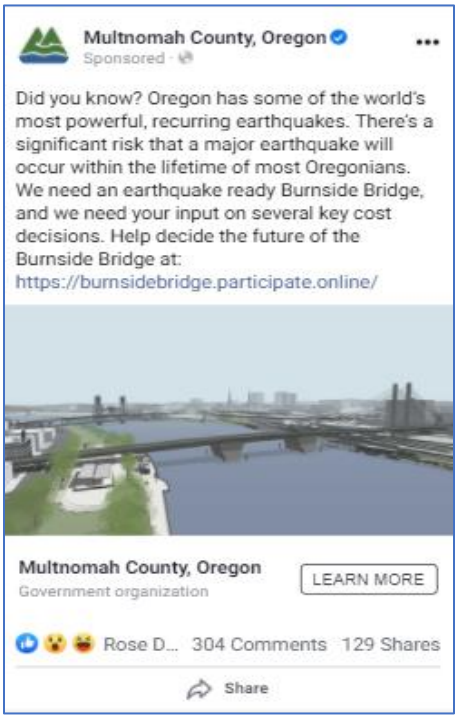
Throughout the outreach period, Multnomah County's social media channels posted 22 organic posts among Facebook, Instagram, and Twitter promoting the online open house.

As engagement opportunities continue to be virtual due to COVID-19, advertising on Facebook was crucial to share the online open house with a wider audience. The paid Facebook campaign began with one audience and five ads that targeted Facebook users 18 and older in Multnomah County. The campaign was successful in reaching audiences, with **150,184 impressions** and **1,098 clicks** to the online open house.

- Facebook ads generated a high return on investment with costs averaging **$0.07 per post engagement** and $**1.37 per link click**. Looking at industry standards for industrial services, the

benchmark is $2.14. One probable reason for the low cost could be relevant and engaging content. (Source: https://instapage.com/blog/facebook-advertising-benchmarks)

- The strongest performing ad was the video post in overall engagement, but static image posts drove a higher number of link clicks than the video post.
- The ads resulted in **22,716 user engagements** (likes, shares, comments, and video views) and **1,098 link clicks** to the online open house.



The strongest performing Facebook ad.

An example of a tweet from November 26, 2021