



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

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# Supplemental Draft Environmental Impact Statement Engagement Summary

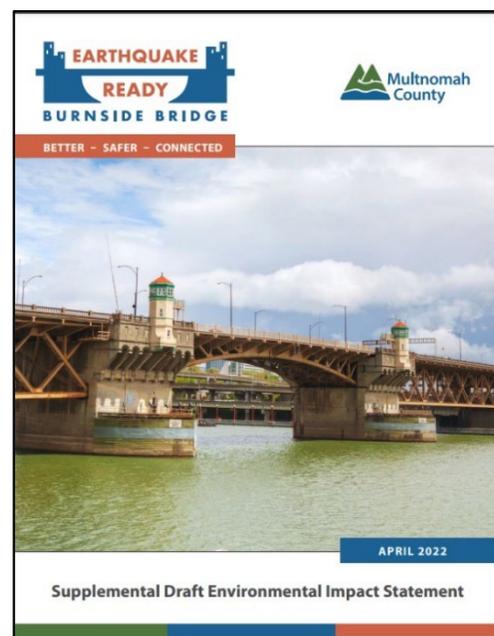
## Overview

As part of the federally required National Environmental Policy Act, or NEPA process, which looks at the environmental impacts of large infrastructure projects, the project team prepared a Draft Environmental Impact Statement, or EIS that was published and made available for public comment in February 2021. Since that time, project leaders analyzed several cost saving refinements to the Preferred Long-Span Alternative in the Draft EIS to make the project more likely to be funded and built. In November and December 2021, the project team shared the key cost saving refinements with the public to gather initial feedback from the community.

After an initial round of community engagement on the refinements, the project team published a Supplemental Draft EIS on April 29, 2022 documenting the changes to the original Preferred Long-Span Alternative from the Draft EIS. The public was invited to review and comment on the analysis during the 45-day comment period, from April 29 through June 13, 2022.

The community was notified about the publication of the Supplemental Draft EIS and comment period through project briefings, e-newsletters, emails, and social media. Opportunities for the public to submit comments were provided through an online open house and comment form, project website, in-person hearing, voice message system, email, and postal mail.

Responses to the public comments received will be included with the Final EIS, expected in late 2022.



### Inside this report

- Overview
- Outreach Activities
  - Briefings
  - Online Open House
  - In-person hearing
  - Media and Notifications
  - DEI Outreach
- Comments Received





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## Outreach Activities

The Supplemental Draft EIS outreach and engagement activities included:

30+	Briefings to agencies, individuals, and organizations
423	Unique visitors to the online open house
137	Total comments received
3,329	Project e-newsletter recipients
148	Text message recipients
4	News releases and e-newsletters
2	Media stories

### BRIEFINGS

The project team conducted more than 30 briefings with community organizations, individuals, agencies, and elected officials leading up to and during the Supplemental Draft EIS comment period. The intent of the briefings was to share information about the refinements to the Preferred Alternative and the Supplemental Draft EIS comment period, discuss possible mitigation measures, 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.

Leading up to the publication of the Supplemental Draft EIS, the project team discussed construction mitigation measures with impacted businesses and community organizations that are adjacent to the project area. The team also had conversations with state and local agencies about steps the project can take to minimize the impacts on natural, social, and

### 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 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 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 ensure an Earthquake Ready Burnside Bridge in the future.





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cultural resources. This included conversations about traffic mitigation related to the bridge closure during construction in the immediate area.

### IN-PERSON HEARING

An in-person hearing was held on Wednesday, June 8, 2022, from 4:30-6:00 p.m. at the Multnomah Building at 501 SE Hawthorne Boulevard, Portland for anyone who wished to provide public testimony on the Supplemental Draft EIS. Notice of the in-person hearing was included in the online open house, project website, e-newsletters, and press releases.

Two people attended and provided oral comments at the hearing.



Individual providing oral comments at the in-person hearing.

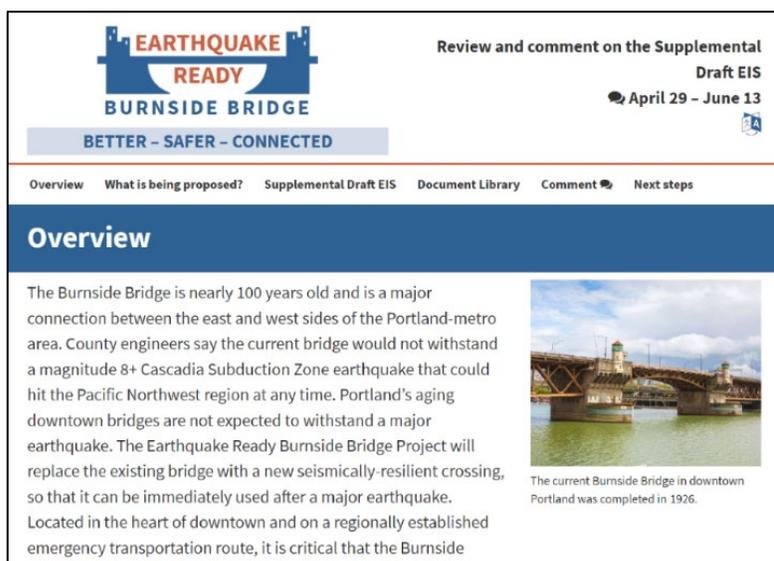
### ONLINE OPEN HOUSE

The online open house and comment form were available to the general public from April 29, 2022, through June 13, 2022. This online activity provided an overview of the project and the content of the Supplemental Draft EIS, including why a Supplemental Draft EIS was needed, the bridge refinements considered, and a description of the refined Preferred Alternative. The website also included links to the Supplemental Draft EIS chapters, attachments, technical reports, and other supporting documents.

The online open house had 560 visits from 423 unique visitors. 17 comments were submitted through the embedded comment form.

69% of website traffic was driven by direct clicks. 17% was driven by referrals from Multnomah County’s project website.

Notice of the online open house was included in the project website, e-newsletters, press releases, and social media posts.



Supplemental Draft EIS Online Open House website.





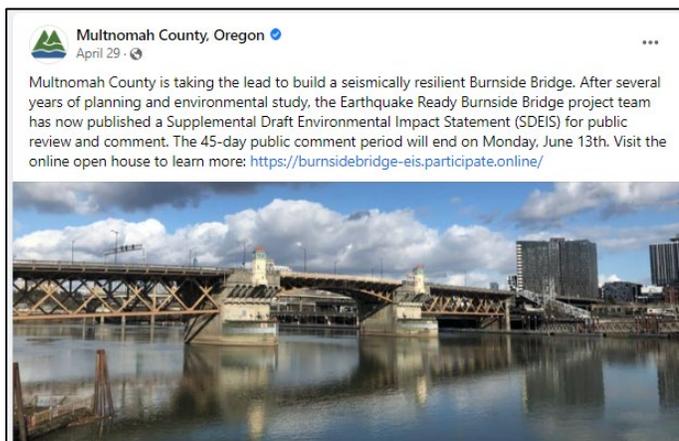
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## MEDIA AND NOTIFICATIONS

Multnomah County notified members of the public about the comment period through a variety of methods, including:

- Project website
- Briefings
- E-newsletters
- News releases (with resulting news coverage)
- Social media posts
- Targeted emails to community-based organizations
- Community Engagement Liaisons  
Program outreach to Diversity, Equity and Inclusion (DEI) audiences



*Social media post announcing the Supplemental Draft EIS public comment period on Facebook.*

Publication of the Supplemental Draft EIS did not generate very much earned media coverage, presumably because outreach about the refinements to the Preferred Alternative had occurred in late 2021.

## DIVERSITY, EQUITY, AND INCLUSION OUTREACH

In collaboration with the Community Engagement Liaisons Program, the project team was encouraged to devote more time and direct outreach to diverse communities as part of the Preferred Alternatives Refinements outreach in late 2021, which helped craft the Supplemental Draft EIS.

Community Engagement Liaisons let their communities know about the Supplemental Draft EIS comment period and served as liaisons to the project team if further engagement or briefings were of interest. The online open house included a Google Translate option into all of Google's available languages and Supplemental Draft EIS documents were available to be translated upon request.

For more information about the outreach to diverse communities and feedback received during the Preferred Alternative Refinements phase, please see the [Fall 2021 Public Engagement Summary](#).



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## Comments Received

A total of 137 comments were received during the public comment period. Comments were submitted by a variety of agencies, community organizations, and individuals including:

- City of Portland
- National Parks Service (Department of the Interior)
- U.S. Environmental Protection Agency
- U.S. Coast Guard
- City of Portland Bike/Ped Committees
- MultCo Bike/Ped Citizen Advisory Committee
- Architectural Heritage Center
- Oregon Trucking Association
- Restore Oregon
- Community members

The project team provided a variety of channels to receive comments. The total number of comments received per method is listed in the table below.

Communication source	Number of comments received
Online open house and comment form	17
EIS-specific email address, <a href="mailto:burnside-eis@multco.us">burnside-eis@multco.us</a>	14
Voicemail number	1
Postal mail to the Multnomah County Bridge Services Section	0
In-person testimony at public hearing	2
City of Portland spreadsheet	103
<b>TOTAL</b>	<b>137</b>

Once comments were received, they were cataloged in an online database and sorted by specific topic areas. Many comments applied to more than one topic. The number of relevant comments for each topic area is listed in the table below.

Topic area	Number of relevant comments
Transportation - Long Term Bike, Ped & ADA	37
Comment Noted	31
Transportation - Long Term Traffic, Freight & Transit	24
Active Transportation Access Options	19
Vegetation, Wildlife and Aquatic Resources	16
Archaeological and Historic Resources	14



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Topic area	Number of relevant comments
Visual and Aesthetic Resources	9
Social and Neighborhood Resources	7
Sustainability and Climate Change	7
NEPA Process	7
Section 4(f)	5
Parks and Recreation	5
Environmental Justice and Equity	4
Transportation - Short Term Bike, Ped & ADA	3
Economics	3
Stormwater	3
Utilities	3
Construction Methods	3
Public Services	2
Air Quality	2
Wetlands and Waters	2
Public Involvement	2
Project Cost	2
Hazardous Materials	1
Parks and Recreation, Project Cost	1
Floodplain and River Hydraulics	1
Cumulative Impacts	1
Acquisitions and Relocations	1
Purpose and Need	1
Noise and Vibration	1

## KEY TOPICS AND THEMES

From all the activities and engagement performed, the following key topics and themes emerged:

- Pedestrian/Bicycle width
  - Interest in wider pedestrian/bicycle facilities
- Active transportation access
  - Interest in ramps and the design of potential ramps/elevator connections to the bridge
- Vehicle lane reduction
  - Concerns about traffic impacts from reducing the number of vehicle lanes from five to four



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- Some interest in reducing the number of vehicle lanes to support climate change and active transportation goals
  - Various opinions on appropriate vehicle lane widths
- Vegetation and wildlife
  - Concerns about tree removal or replacement
- Historic resources
  - Concerns about removal of the historic bridge
  - Support for girder bridge type on west approach and bascule movable span to preserve views into historic downtown
- Other interests expressed:
  - Support for the cost-saving refinements to ensure an earthquake resilient Burnside Bridge can be funded and built.
  - Interest in ensuring minimal adverse impacts to adjacent businesses and social service providers.
  - Interest in ensuring public safety measures during construction.