



Hood River – White Salmon
BRIDGE REPLACEMENT PROJECT

EIS Working Group

February 21, 2019

Agenda

- Welcome
- Working Group charter
- Project updates
- Public outreach update
- Public Comment
- Discussion: Considerations for upcoming work
- Next Steps



Working Group Charter

Anne Pressentin
Envirolssues



Project Updates

Angela Findley, WSP

Kevin Greenwood, Port of Hood River



Project Updates

- Navigational clearance coordination
- Coordination with Federal Highway Administration
- Project Schedule (see handout)
- Traffic and Revenue 101 public work session



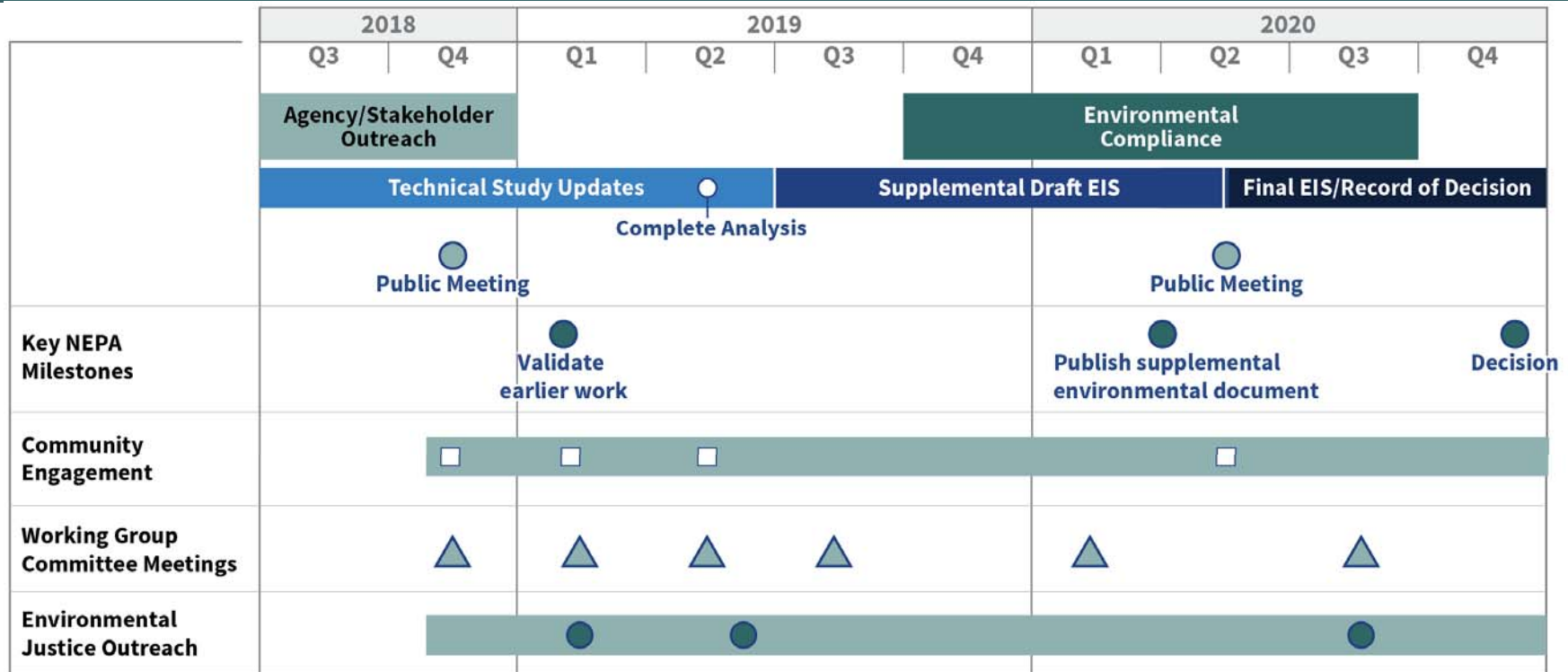
Navigation Clearance Coordination

- Coordination with US Coast Guard in Fall 2018 and early 2019
- Received acknowledgement of project initiation from USCG on Dec 3
- Navigation Impact Report is now in process
 - **Feb-Mar:** Survey underway with commercial, recreational and government river users and nearby marine facilities.
 - **Mar-May:** Prepare report
 - **June:** Review with USCG and receive preliminary determination on navigation clearance
- Adjust bridge design for navigation clearance, if needed
 - Current design assumption is 450 ft (horizontal) and 80 ft (vertical)
- Planned Activities
 - March 13: Presentation at the Lower Columbia River Harbor Safety Committee
 - May 16: Presentation at the USCG Industry Breakfast
 - Feb 27: Notice to Mariners about survey published

Coordination with Federal Highway Administration (FHWA) and ODOT

Date	Activity	Outcome
Nov 9, 2018	Met to discuss three documentation options to complete NEPA	<ul style="list-style-type: none"> Requested the Re-evaluation of the Draft EIS to clarify the validity of past analysis
Dec 31, 2018	Re-evaluation completed	--
Jan 18, 2019	Met to review the re-evaluation	<ul style="list-style-type: none"> Dropped one option (environmental assessment [EA]) FHWA tasked with answering several questions
Jan 30, 2019	Follow-up discussion to review FHWA's answers	<ul style="list-style-type: none"> Selected NEPA option to prepare a Supplement Draft EIS and a combined abbreviated Final EIS/Record of Decision
Feb-Mar 2019	Finalize: <ul style="list-style-type: none"> Environmental Study Plan Agency Coordination Plan Re-evaluation of the Draft EIS Tribal Consultation Plan Draft Methodology Memorandum 	<ul style="list-style-type: none"> Formalize federal, state and local agency roles Complete all coordination to enable environmental technical report kickoff in April

Project Schedule



Tolling & Revenue (T&R) Work Session

Port of Hood River Commission Work Session

- February 19, 2019
- Stantec Consulting Services Inc., New York, NY
- Purpose of Stantec's presentation was to identify path forward for obtaining financing.
- Purpose of WSP's T&R work is to consider impacts on design and environmental justice (EJ)

Key Takeaways from Work Session

- Levels of T&R for financing increase in cost and have shorter lifespans as agency gets closer to issuing bonds.
- Next step for the financing track is to identify tolling policies for future owner/operator to adequately identify net revenue to service debt.
- Bond markets will consider owner/operator history, analyze methodologies before setting credit ratings.
- Critical that region be a part of this financing discussion as this track will ultimately produce toll rates.



Public Outreach Update

Anne Pressentin

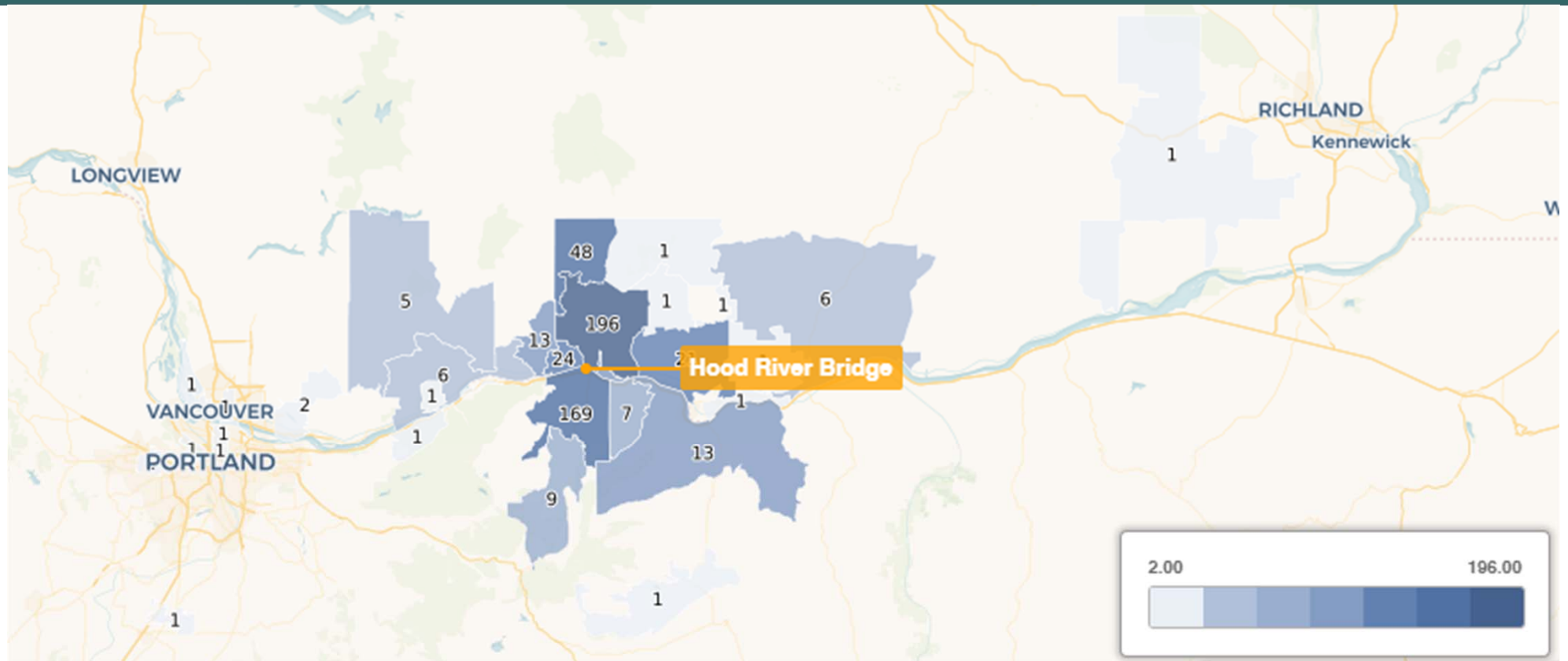


Outreach Activities: Nov. 2018 – Jan. 2019

- Open house, Dec. 10
- Online survey, Dec. 10, 2018 – Jan. 31, 2019
- Latinos en Accion Meeting, Jan. 10, 2019
- Information tables, Jan. 12, 2019
- Presentations and briefings
- News articles, radio interviews, social media posts, website, emails, advertisements

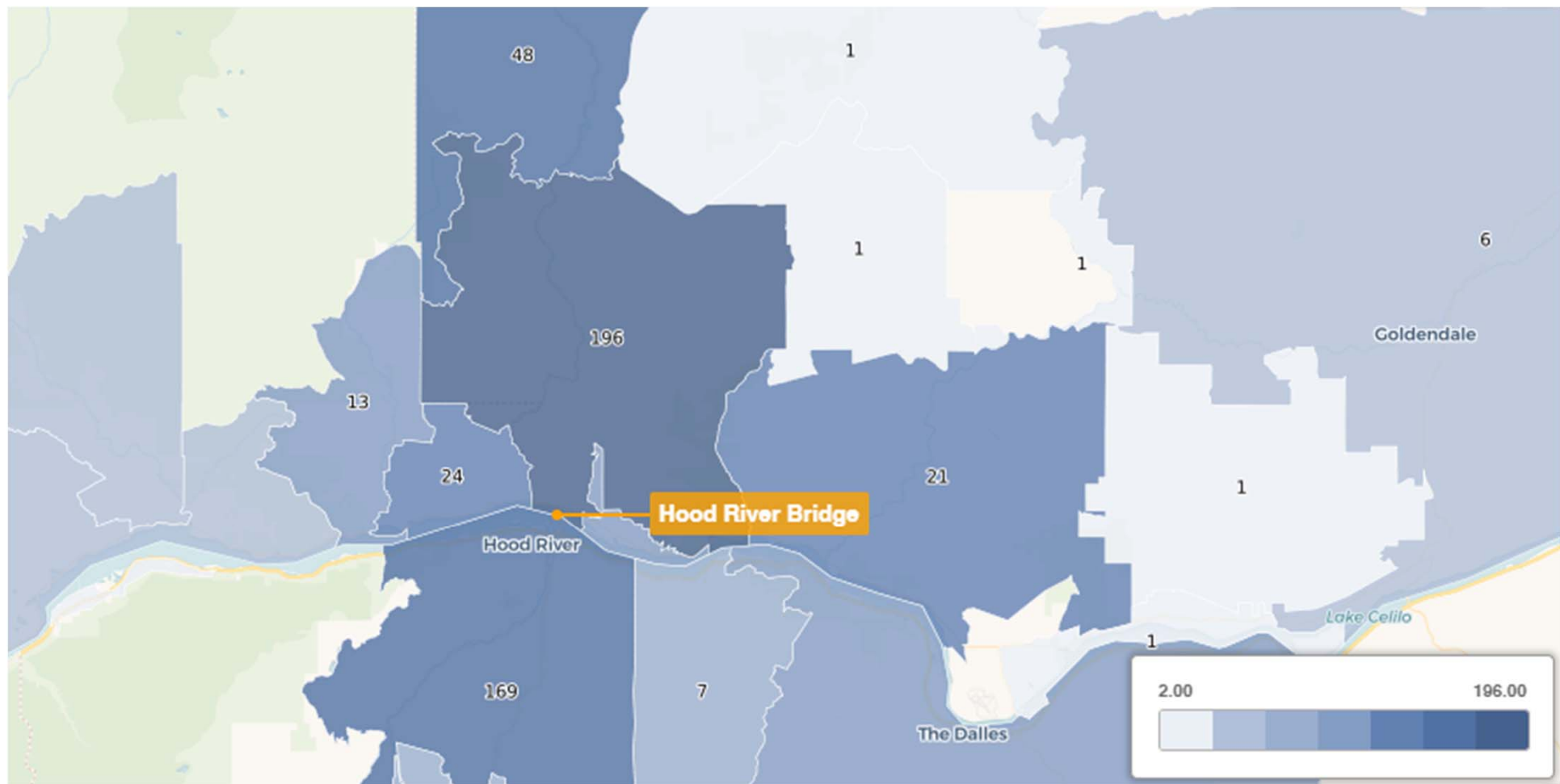


Who did we hear from?



697 respondents answered at least one question.

95% from the mid-Columbia Gorge region



Key Themes from Outreach - 1

- Excitement and sense of urgency to move forward; just do it
- Support for preliminary preferred alternative; desire for more information
- Support for multi-modal bridge
- Support for fixed-span bridge
- Importance of having a bridge that withstands a seismic event



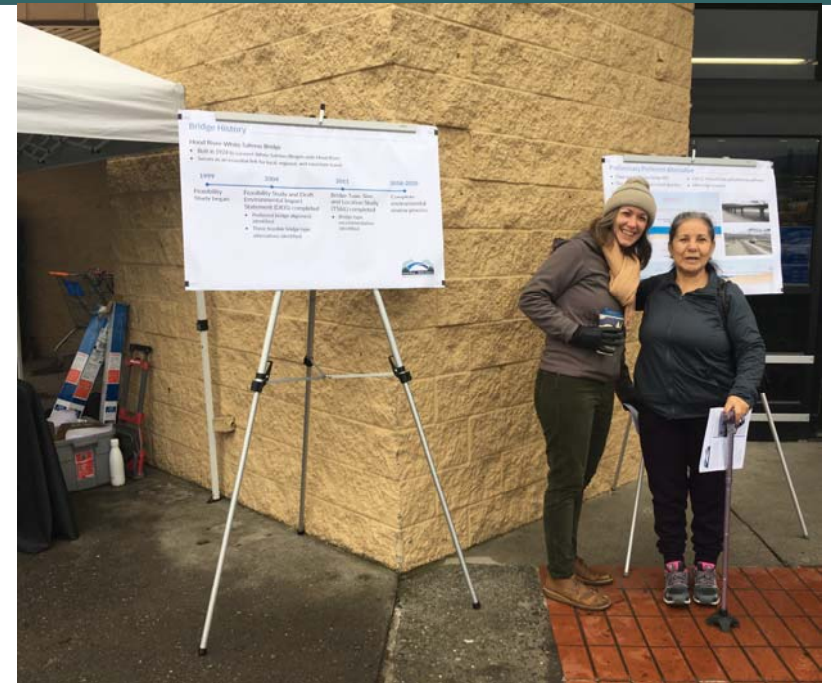
Key Themes from Outreach - 2

- Questions/concerns about toll rates
 - Disproportionate impact to low income residents
 - Fairness to Washington residents
- Concerns raised over previous use of toll revenue
- Mixed opinions on bridge aesthetics
- Concern/questions with lighting
- Look to the needs of the future for all users



Environmental Justice Outreach Planning

- Working with The Next Door, Inc to reach diverse populations
 - First event: Latinos en Accion meeting conducted in English and Spanish
 - Similar feedback to other events
 - Additional events planned
- Outreach materials translated to Spanish
- Questions:
 - Key considerations?
 - Methods to reach audiences?



Traffic Analysis Results

Mat Dolata
WSP



Traffic Analysis Objectives

- Identify potential impacts of new bridge
- Focus on traffic operations at study intersections



Traffic Analysis Approach

- Evaluate AM & PM peak hour traffic operations
- Adjust volumes to “Design hour”
 - Increase volumes to reflect peak demand conditions
- Scenarios:
 - Existing (2018)
 - Future No-Build (2045) – Future baseline
 - Future Build Alternatives (2045) – Bridge impacts

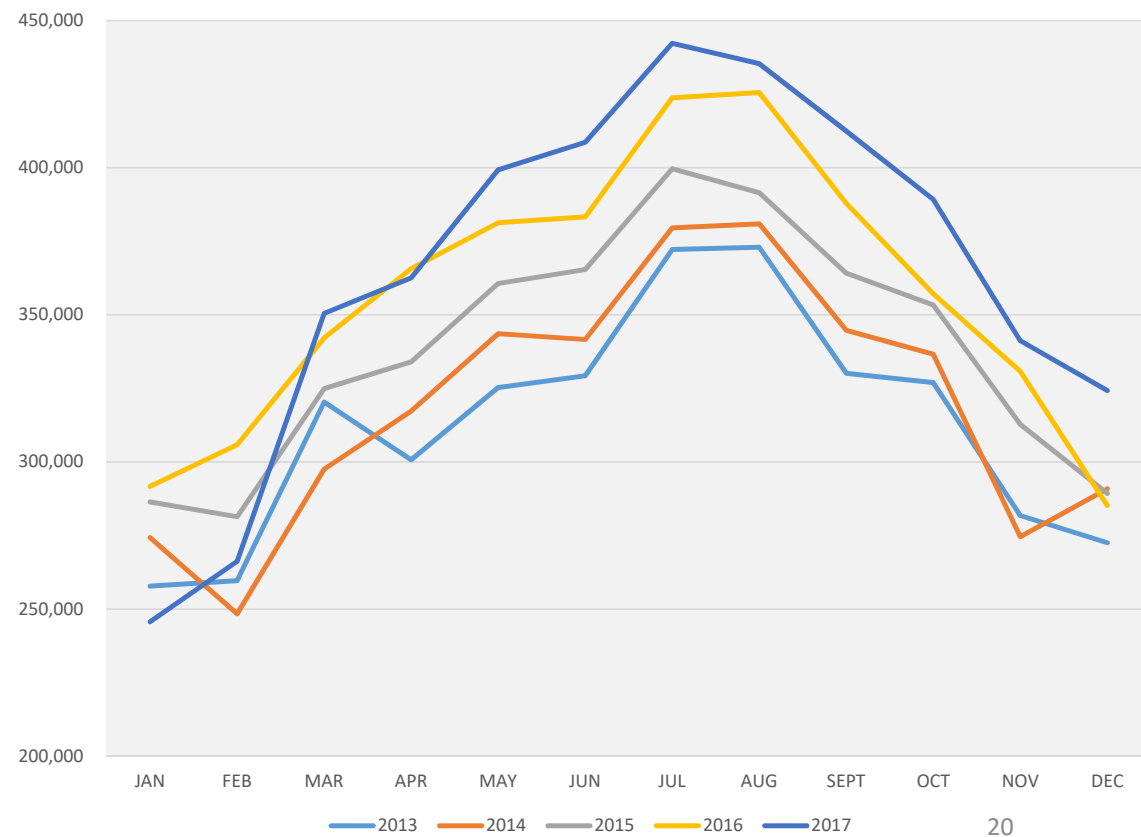
*Results Are Preliminary

Peak Demand

- Intersection traffic counts collected on September 2018 weekday
- System peaks:
 - 7:30-8:30 AM
 - 4:00-5:00 PM
- ~10% seasonal adjustment to summer demand



Bridge Traffic by Month



Traffic Analysis – Existing Conditions

Worst Movement Average Delay

- >60 sec
- 30-60 sec
- <30 sec

*PM Peak

*Results Are Preliminary



Traffic Analysis – Existing Conditions

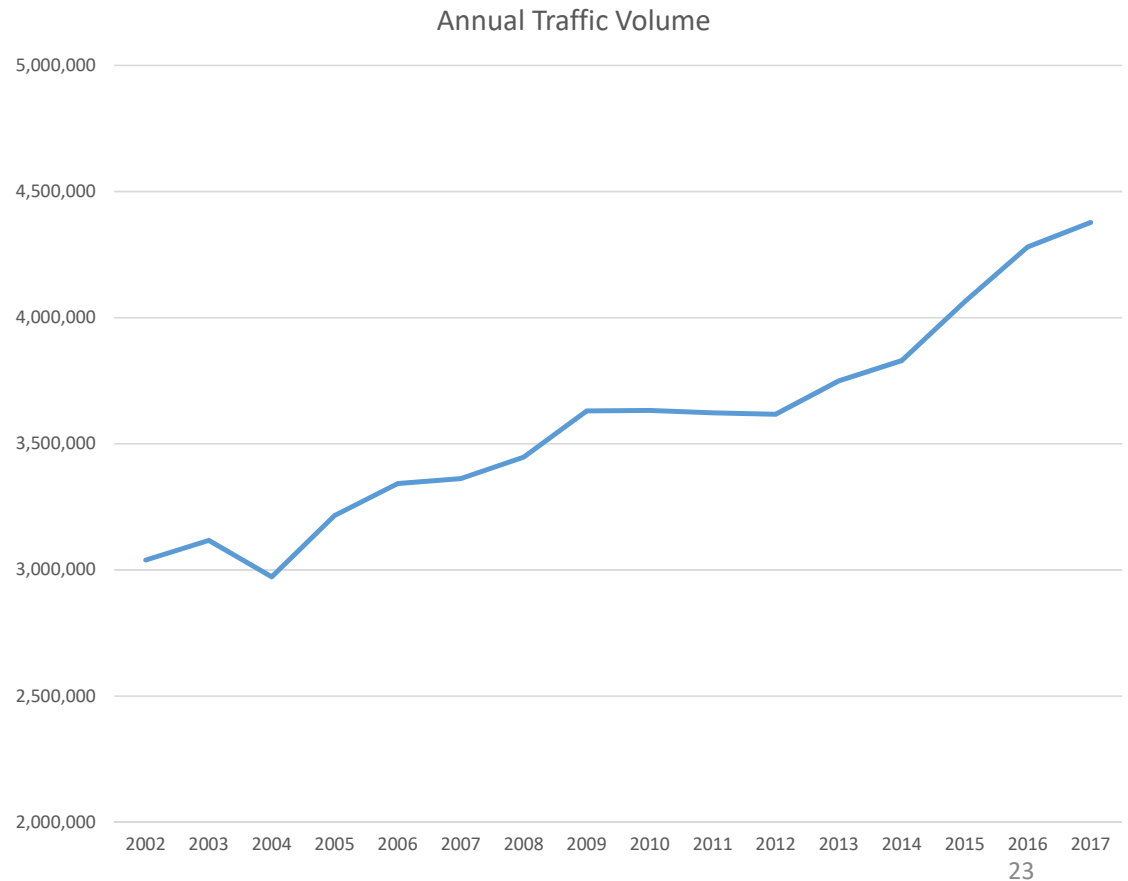
- Intersections operating within mobility standards
- SR-14 segments exceeds LOS C standard west of bridge

*Results Are Preliminary



2045 Traffic Volume Forecast

- Estimate 54% increase from 2018 to 2045
- 2% annual linear growth based on historical bridge volume
- Considers other forecasts
 - SR-14/Bingen Study
 - Hood River Plans
 - ODOT Forecast Tools



2045 Assumptions

- No roadway or intersection improvements assumed in No-Build scenario
- Build scenario assumes:
 - Wider lanes & shoulders
 - Bicycle/pedestrian facilities on bridge
- Toll rates assume increase consistent with long-term historical growth
 - “Business-as-usual”
 - Higher tolls could lower volumes
- All electronic tolling by 2045



Previously Identified Issues

Future Needs from Other Studies

- SR-14 intersections in downtown Bingen [2-way Stops] will have severe delay on side-streets
- SR-14/Hood River Bridge [Traffic Signal] will see volume demand in excess of available capacity
- US 30/OR 35/Button Bridge Rd./Old Columbia River Dr. [All-way Stop] will see volume demand in excess of available capacity
- SR-14 will exceed WSDOT mobility standard for nearby segments



2045 No-Build Results

- Analysis confirms previously identified issues/needs
- I-84 interchange (freeway ramps and Marina Drive) would operate within ODOT standards

*Results Are Preliminary



Traffic Analysis – 2045 No-Build

Worst Movement Average Delay

- >60 sec
- 30-60 sec
- <30 sec

*Results Are Preliminary



Traffic Analysis – 2045 No-Build

- 2 Intersections Exceed Capacity
- Difficult to turn onto SR-14 from side-street

*Results Are Preliminary



2045 Build Scenario

- New bridge will not significantly affect motor vehicle carrying capacity
- Vehicle speeds may be higher and drivers may feel more comfortable
- 5 mph speed increase saves ~ 20 seconds of travel time
- Truck restrictions lifted
- Higher volume assumed in scenario
- Impact during peak hour is expected to be small



*Results Are Preliminary

2045 Build Scenario – Roundabout

- New intersection at SR-14/Bridge is assumed to be a roundabout [Initial WSDOT guidance]
- Operations analysis indicates a roundabout could operate very well (<30 sec average delay) but would need to be larger than a single-lane roundabout
- Roundabout design to serve future demand
- Design would need to accommodate large vehicles (trucks, buses, emergency responders)

Traffic Analysis – 2045 Build

Worst Movement Average Delay

- >60 sec
- 30-60 sec
- <30 sec

*Results Are Preliminary



2045 Build Scenario Results

- Results are similar to No Build scenario
 - Analysis confirms previously identified issues/needs
 - I-84 interchange would operate within ODOT standards
- Roundabout at SR-14 would be designed to serve demand
- **No significant impacts at other intersections relative to No-Build.**

*Results Are Preliminary



A Roundabout?

- **Preliminary analysis** of concept for SR-14/ Bridge
- Next step: coordinate with WSDOT on appropriate conceptual design



SR-539 Examples

A Roundabout?

Carson Example

- Roundabout identified as preferred design for SR-14/ Wind River Road
- Expected to reduce severe crashes, minimize delay and environmental & residential impacts



Source: WSDOT

Questions?



Public Comment

Anne Pressentin



Public Comment

- Observers are welcome to provide comment to the Working Group.
- Comment time limits will be determined by number of people desiring to make comment.

Upcoming Work

Anne Pressentin

Angela Findley



Discussion: Considerations for upcoming work

- Agency coordination
- Technical studies
- Toll rate sensitivity analysis
- Bridge aesthetics
- Bicycle and pedestrian connections



Agency Coordination

- Letters inviting agencies to be involved in the NEPA process as a “participating agency”
- Review and comment role on:
 - Methodology memoranda on how environmental impacts are evaluated
 - Agency Coordination Plan
 - Supplemental Draft EIS
 - Mitigation Plan
 - Preferred Alternative
 - Final EIS/Record of Decision
- Letters will be sent in mid-March, please respond if your agency would or would not like to participate.
- We will continue to engage you in future Working Group meetings regardless of your decision to become a participating agency.

Pursuant to 23 U.S.C. Section 139, participating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental, social, or economic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. The intent is to assure that agencies are fully engaged in key decisions in the NEPA analysis.

Technical Studies

Air Quality	Biological Assessment	Cultural Resources	Energy & Greenhouse Gas
Fish & Wildlife	Geology & Soils	Hazardous Materials	Land Use
Noise	Section 4(f)/ Section 6(f)	Social, Economic and Environmental Justice	Transportation
Vegetation & Wetlands	Visual	Waterways & Water Quality	Cumulative Effects

Other Upcoming Work

- Toll rate sensitivity analysis
- Bridge aesthetics
- Bicycle and pedestrian connections



Next Steps

- Action items
- Parking lot
- Meeting schedule
- Meeting evaluation



Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

Adjourn