



**Hood River – White Salmon**

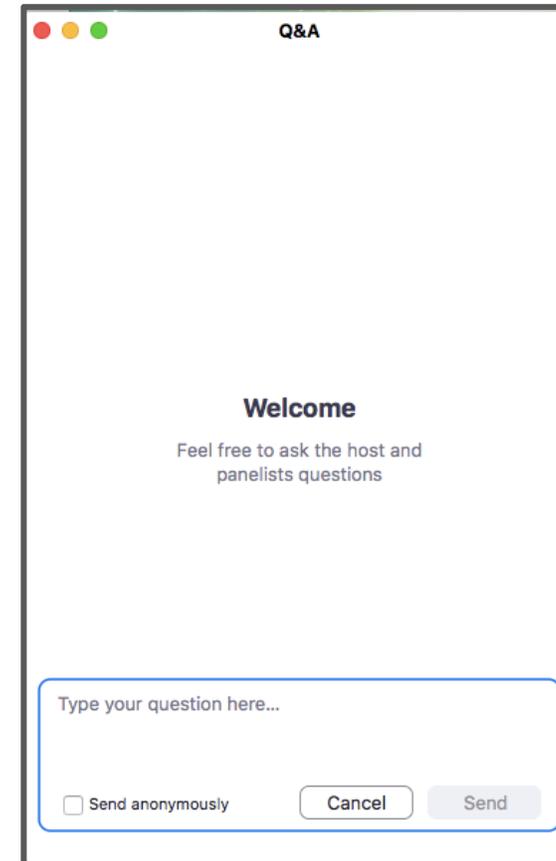
**BRIDGE REPLACEMENT PROJECT**

**Supplemental Draft EIS Public Hearing**

December 3, 2020

# Zoom Tips

- Attendees are in “listen-only” mode. This is to help reduce background noise and distraction.
- Two opportunities to participate tonight
  - 1) **Submit a question during the presentation:** use Q&A [*or email [newbridge@portofhoodriver.com](mailto:newbridge@portofhoodriver.com)*]
  - 2) **Provide a verbal comment after the presentation:** use Raise Hand
- If you lose connection, you can rejoin using the same link.
- Please note that the **meeting is being recorded**. A recording will be posted to the project website.



Q&A

**Welcome**  
Feel free to ask the host and panelists questions

Type your question here...

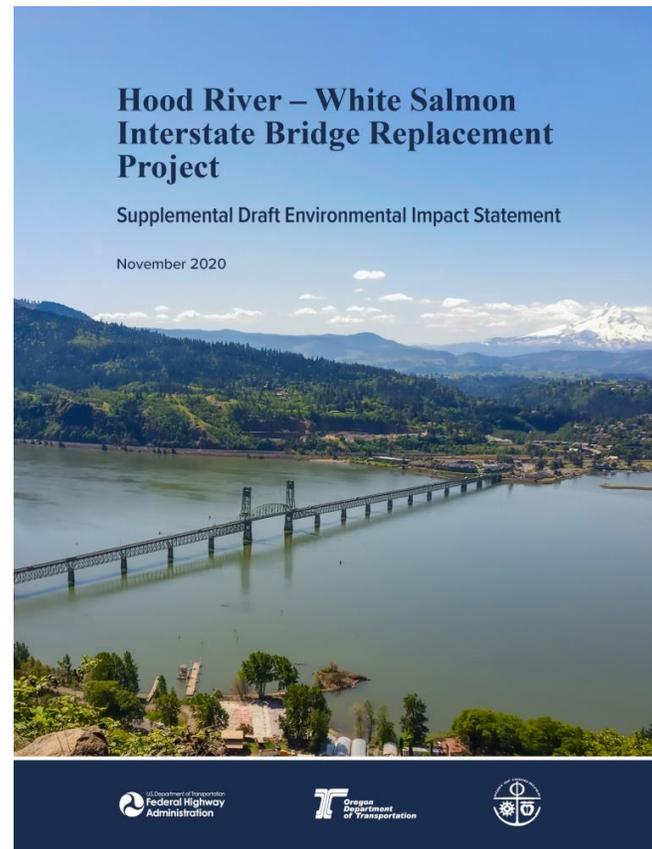
Send anonymously

Need help? Call or  
text Sarah Omlor:  
717-683-3166

# Agenda

- Project overview and updates
- Supplemental Draft EIS overview
  - Alternatives
  - Environmental analysis
  - Key areas for public feedback
  - Next steps
  - **Q&A**
- **Public comment**
- Next steps

***Bold = public participation opportunity***



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# Project Overview and Updates

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Kevin Greenwood, Port of Hood River



# Project Overview

- The existing bridge connecting Hood River and White Salmon is obsolete and needs to be replaced. The bridge provides a critical connection for our community and region.
- A new bridge will improve the movement of people and goods across the Columbia River.
- The proposed replacement bridge will address problems with vehicle travel, pedestrian/bicycle connections, seismic vulnerability, river navigation, and safety.
- Significant efforts to replace the bridge have been underway since the 1990s.



*Conceptual rendering of the new, replacement bridge, looking northwest*

# Existing and Future Conditions

## Existing conditions

- Narrow lanes
- Height, width and weight restrictions
- Lack of safety shoulders
- Difficult barge navigation (opening width: 246 feet)
- No bicycle/pedestrian path

## Future conditions

- Two standard width lanes
- Standard width shoulders, all restrictions lifted
- Improved barge navigation (opening width: 450 feet)
- Bicycle/pedestrian path with two mid-bridge overlooks



*Narrow lanes and shoulders on existing bridge do not meet current standards*

# Existing and Future Conditions



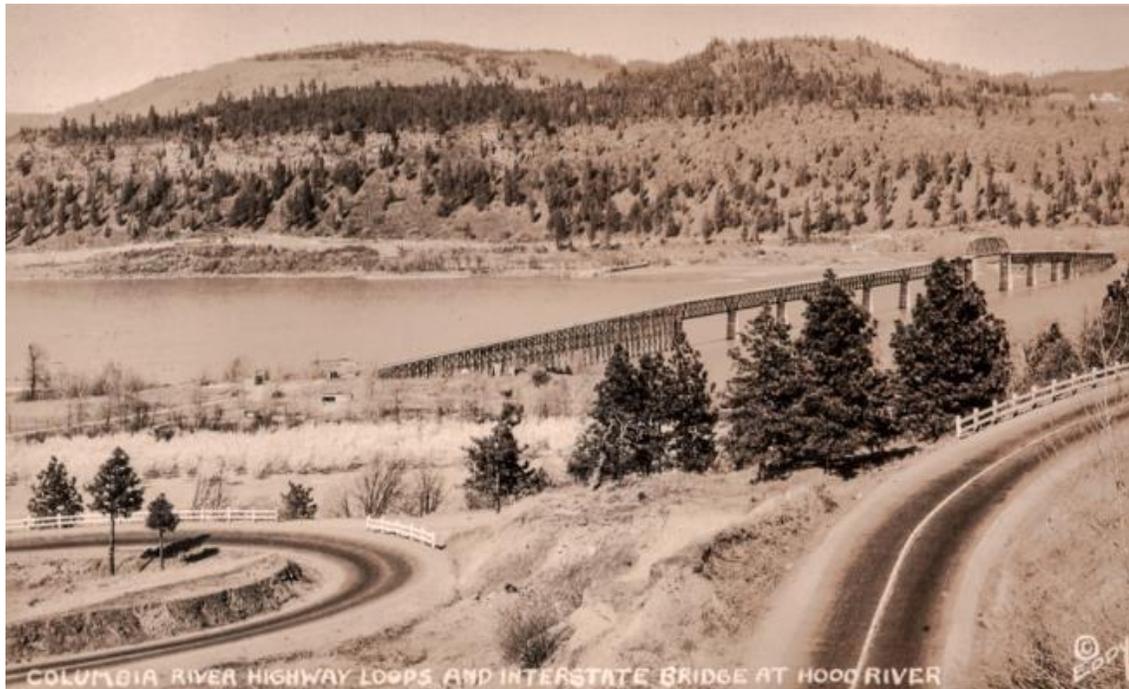
*Existing*



*Future*

# Bridge History

- Built in 1924 to provide a connection between White Salmon/Bingen and Hood River
- Serves as an essential link for the regional economy and local, regional, and interstate travel



1920s Eddy postcard view of the bridge, looking north. Credit: [HistoricHoodRiver.com](http://HistoricHoodRiver.com)

## Replacement history

**1999:** Feasibility study began

**2003:** Draft EIS published

**2011:** Bridge type, size and location study completed

**2018:** Project restarted

**2020:** Supplemental Draft EIS published

# Recent Accomplishments

- Advanced design, including roadway approaches
- Developed a sample of conceptual aesthetic treatments
- Updated environmental and traffic impact analyses
- Performed extensive agency and tribal consultation, including US Coast Guard
- Established bi-state partnerships to collaborate on future construction, policy requirements and funding needs
- Awarded federal BUILD Grant to advance pre-construction activities



*Project staff measuring noise from the existing bridge*

# Public Engagement to Date



*Community members gather at a public outreach event to learn about the Project*

- Stakeholder interviews
- Open house and survey
- Information tables
- Focused outreach to Hispanic and Latin American communities
- Focused outreach to people experiencing low incomes

## What we have heard

- Strong support for the project and to move ahead quickly
- Support for the preferred alternative and the project
- Concerns about tolls
- Desire to minimize disruptions
- Strong support for fixed-span bridge that meets navigational needs
- Desire for aesthetics to match or enhance natural surroundings

# Tribal Consultation and Agency Coordination

## Agencies and Organizations

- 10 Federal agencies
- 9 State agencies
- 7 Regional/Local agencies
- 9 Organizations

## Tribes and a Tribal Consortium:

- Cowlitz
- Grand Ronde
- Nez Perce
- Siletz
- Umatilla
- Warm Springs
- Yakama
- Columbia River Inter-Tribal Fish Commission (CRITFC)

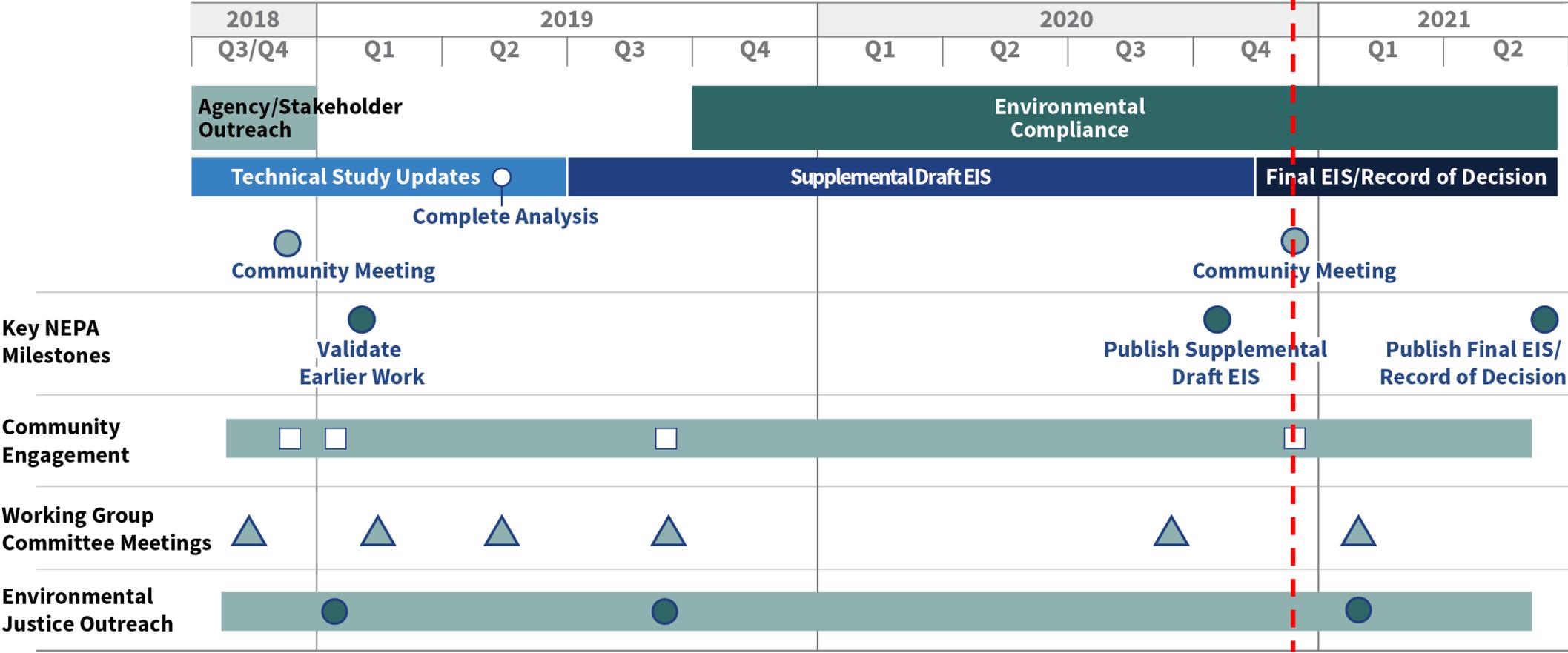
# Looking Ahead

- Continue consulting with Tribes through design, permitting, construction and beyond
- Continue to develop collaborative bi-state work plan for construction, policy and funding
- Continue meeting with public, Tribes, and other stakeholders



# Environmental Review Process

We are here



# Supplemental Draft EIS Overview

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Angela Findley, WSP

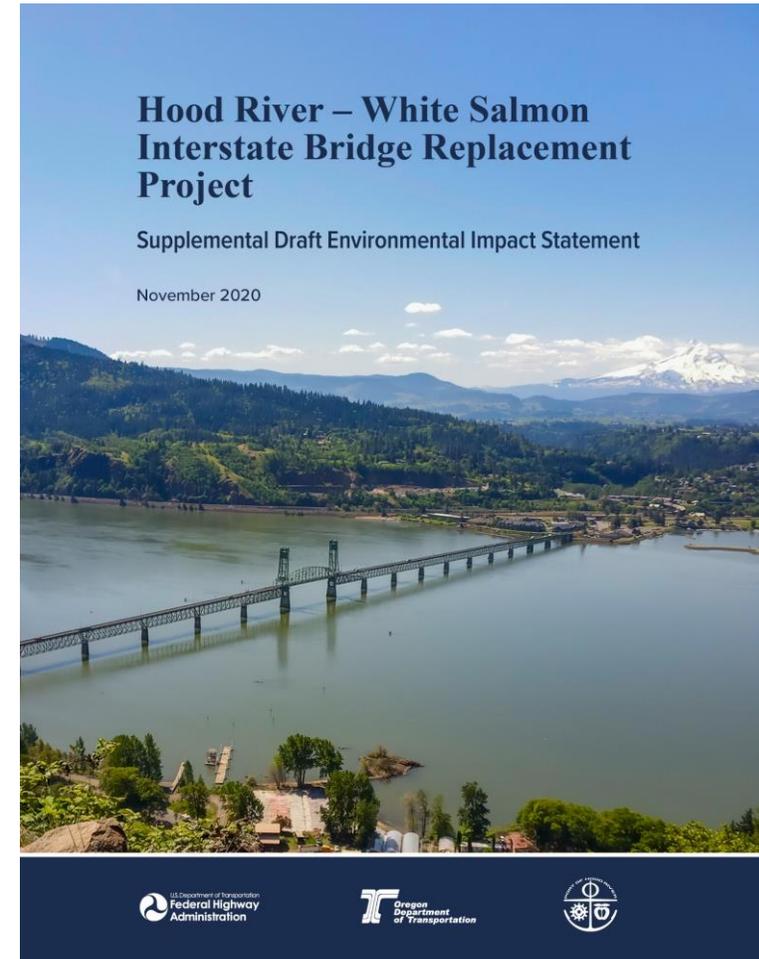


**Questions?**  
Ask using the "Q&A"



# What is a Supplemental Draft EIS?

- Prepared when:
  - Changes are made to the alternatives studied in the Draft EIS
  - New environmental impacts are identified
  - A significant amount of time has lapsed since the Draft EIS
  - Lead federal agency prepares a re-evaluation of the past work and determines the Draft EIS should be supplemented
- Draft EIS for the Project issued in 2003
- Supplemental Draft EIS
  - Updates the existing conditions, technical analyses, and addresses new/revised regulations
  - Is a companion document to the Draft EIS

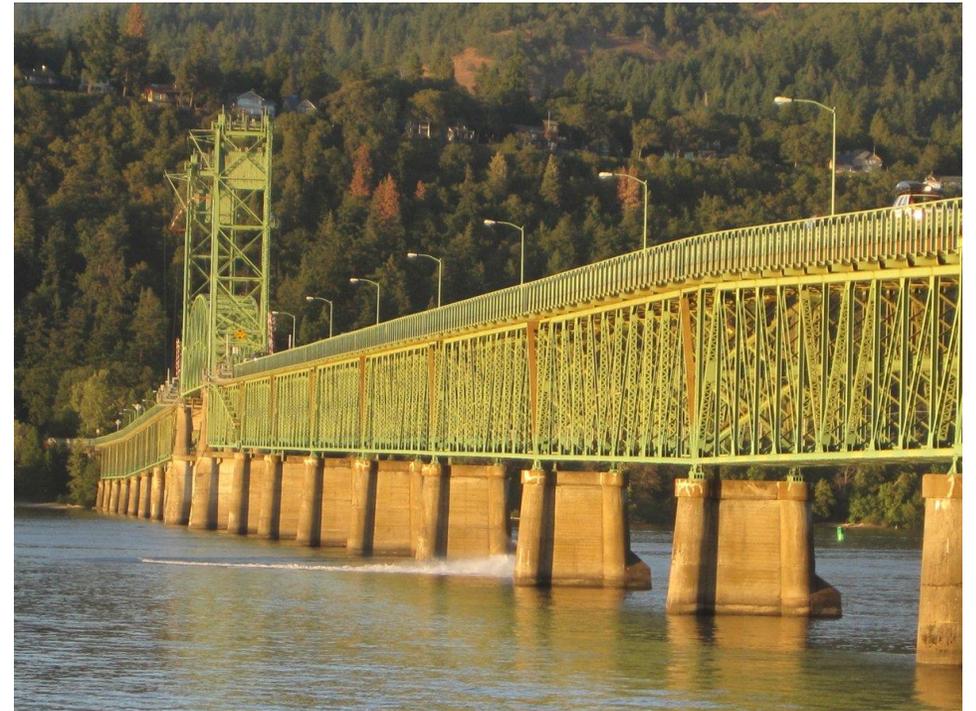


# Purpose and Need

**Purpose:** improve multi-modal transportation of people and goods across the Columbia River between the Bingen/White Salmon and Hood River communities

**Need:** resolve current and future transportation inadequacies with the existing bridge

- Present capacity
- Future transportation demand
- Bicycle/pedestrian facilities
- Safety
- Social demands and economic development
- Legislation
- River navigation
- Seismic deficiencies



*View of the existing bridge, looking north*

# Summary Comparison of Alternatives

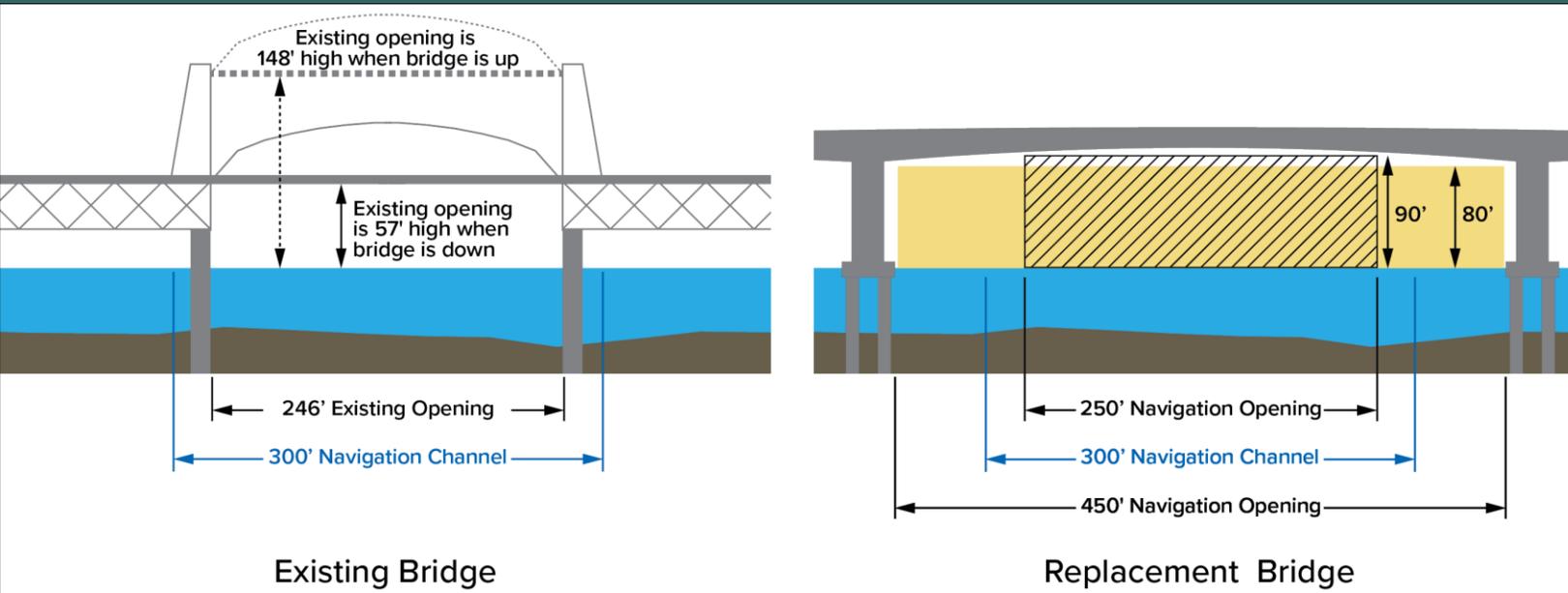


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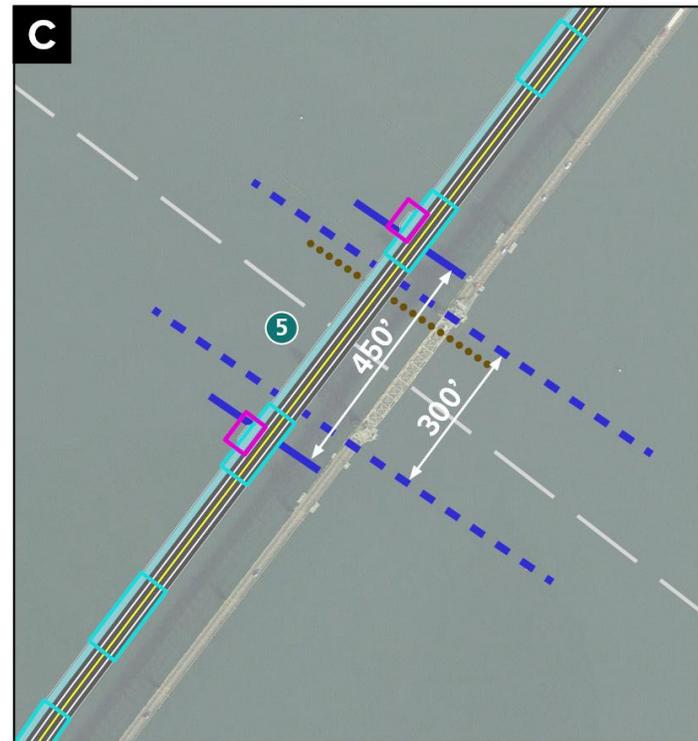
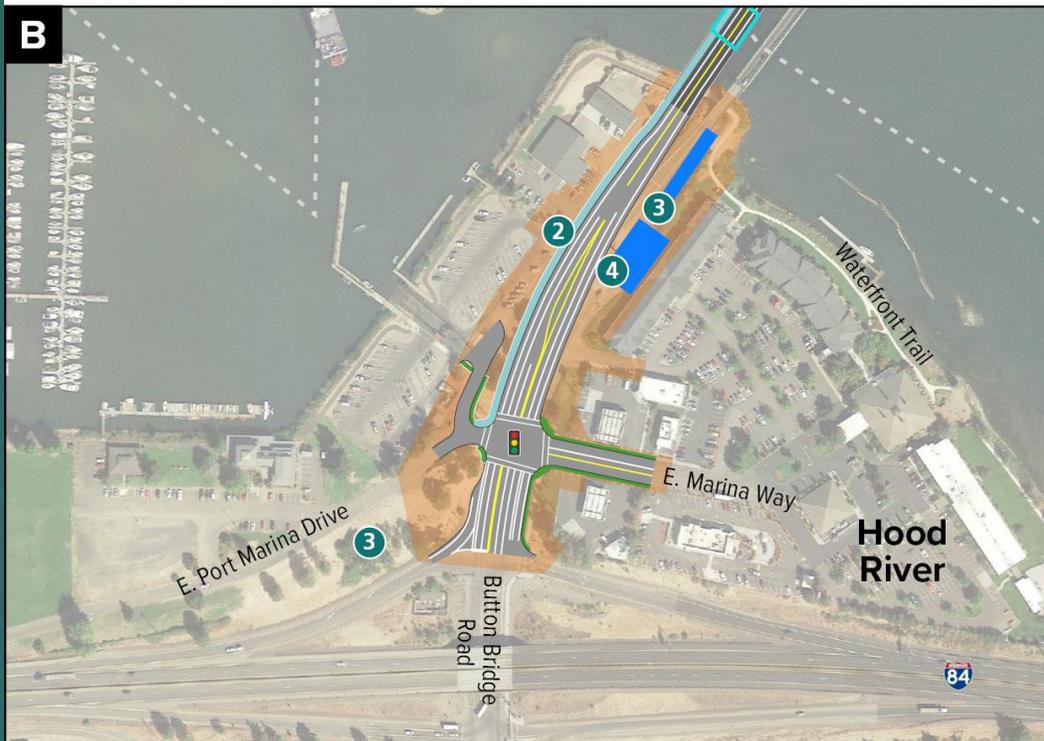


*Future*

# Preferred Alternative EC-2 and Alternative EC-3



# Preferred Alternative EC-2



- 1 New two-lane roundabout with marked crosswalks
- 2 New shared use path across bridge
- 3 New stormwater detention and water quality treatment facilities
- 4 Elimination of toll booth
- 5 New wider bridge opening crosses navigation channel at a perpendicular angle

# Alternative EC-3

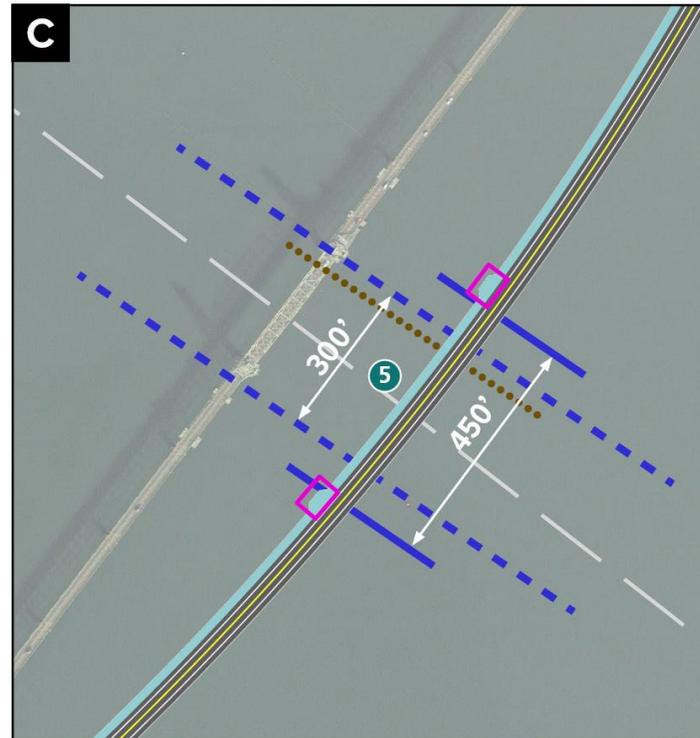


**LEGEND**

- Roadway
- Bridge
- Shared Use Path
- Sidewalk
- Project Footprint
- Existing Navigation Channel
- Bridge Navigation Opening
- Thalweg
- Pedestrian Overlook
- Stormwater Facility
- BNSF Railroad
- State Boundary
- City Boundary

N  

0
125
250
  
 (Feet)



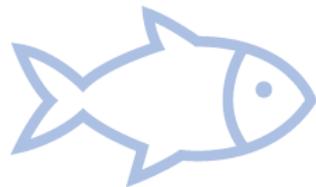
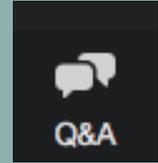
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# Environmental Analysis Overview

- Air Quality and Greenhouse Gases
- Archaeological Resources and Traditional Cultural Properties
- Community and Social Resources
- Energy
- **Environmental Justice**
- **Fish and Wildlife**
- Hazardous Materials
- **Historic Resources**
- Land Use
- Local and Regional Economies
- Noise
- **Parks and Recreation**
- Soils and Geology
- **Transportation**
- **Treaty Fishing Rights**
- Vegetation and Wetlands
- **Visual**
- Waterways and Water Quality
- Other Analysis

## Questions?

Ask using the  
“Q&A”



# Environmental Justice

## Analyzed:

- Tribal fishing, access and fisheries
- Cross-river accessibility
- Bridge tolls
- Displacement of services



*Vehicles at the Hood River Bridge toll booth*

## Findings:

- Air and dust emissions, above water and underwater noise impacts, vibration, and in-water obstacles create disruptions for tribal fishers
- Financial burden to low-income households from toll increases
- Disproportionally high and adverse impacts to minority and low-income populations

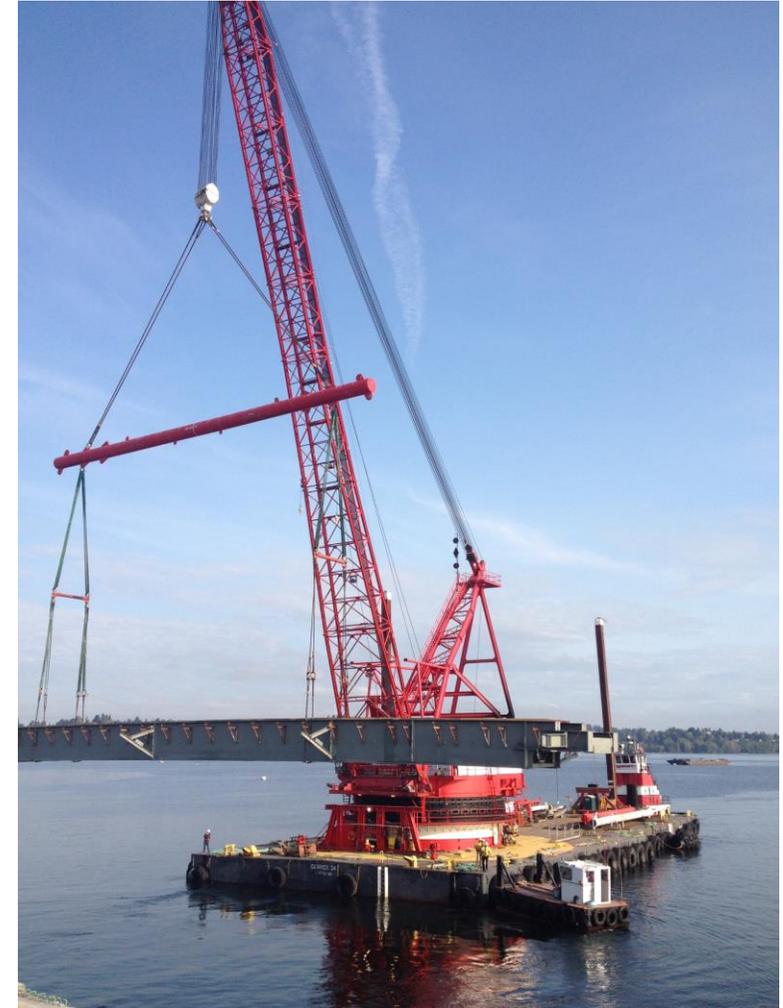
# Fish and Wildlife

## Analyzed:

- Aquatic habitat
- Terrestrial habitat
- Stormwater
- Construction effects

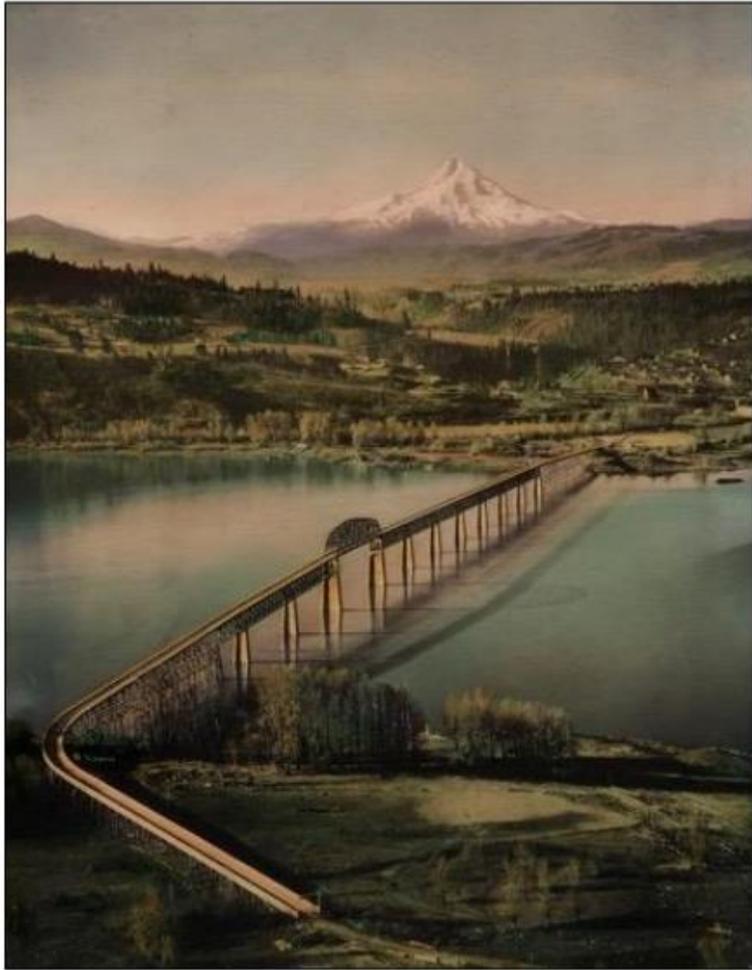
## Findings:

- Reduction of permanent in-water bridge piers
- Slight increase in over-water shading
- Up to 2.32 acres of permanent vegetation impacts
- Water quality benefit with stormwater management system
- Construction activities pose greatest impact on fish and fish habitat (6-year construction duration)
- Limited work outside of regulated in-water work windows



*Barge-mounted crane used for in-water construction work*

# Historic Resources



*Historic Hood River Bridge (cover of Engineering News Record, 1925)*

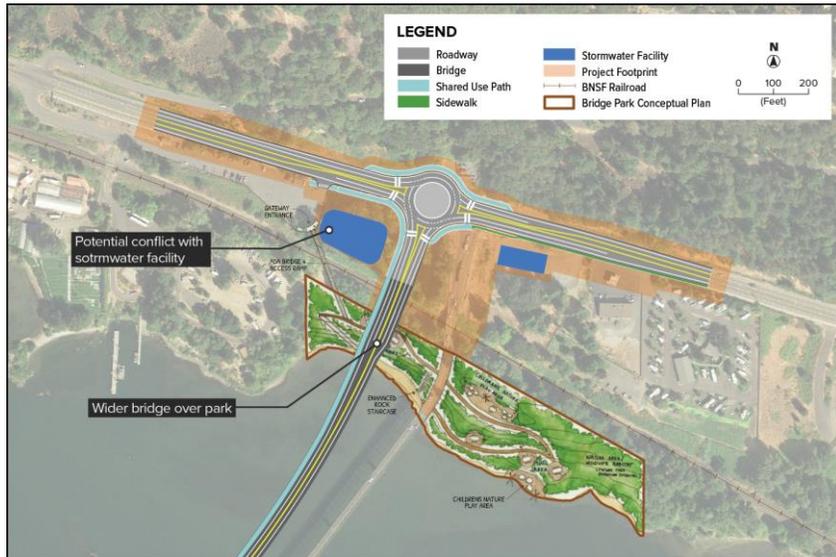
## Analyzed:

- Effects on identified historic resources
- Resources applicable to Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act

## Findings:

- Removal of existing bridge is an adverse effect
- No adverse effects to other historic resources
  - Hood River Loops
  - Railroads
  - Historic houses

# Parks and Recreation



## Analyzed:

- Existing parks and recreation activities
- Resources applicable to Section 4(f) of the U.S. Department of Transportation Act and Section 6(f) of the Land and Water Conservation Fund

## Findings:

- Temporary closures/detours at Marina Park and Boat Basin, Waterfront Trail and Bridge Park (if developed)
- Wider bridge crossing over Waterfront Trail and Bridge Park
- Loss of 18 parking spaces at Port of Hood River (3 at boat launch, 15 at office)

# Transportation

## Analyzed:

- Traffic operations (congestion and delay)
- Vehicle, pedestrian, bicycle and river safety

## Findings:

- Traffic delays at most intersections with the project remain the same
- Traffic congestion at the SR 14/Hood River Bridge intersection reduced
- Improved safety with proposed project
- Added shared-use path to provide cross-river bicycle/pedestrian facilities



*Conceptual renderings of new bike/pedestrian path on replacement bridge*

# Treaty Fishing Rights

## Analyzed:

- Treaty fishing rights
- Treaty fishing access sites
- Fish processing site
- Fishing access in the river



*Tribal fishing boat*

## Findings:

- Temporary construction easement required; permanent easement required on the White Salmon TFAS for the Preferred Alternative
- Minor impacts from vehicle congestion, delays and detours from construction
- Potential impacts from new shared-use path activities
- Decreased opportunities to use bridge for net sets

# Visual

## Analyzed:

- Visual compatibility
- Viewer sensitivity
- Visual quality

## Findings:

- Construction lighting, signs, materials and equipment would cause temporary impacts
- Higher bridge with fewer in-water piers opens views under the bridge
- Added viewing areas from the shared-use path and overlooks



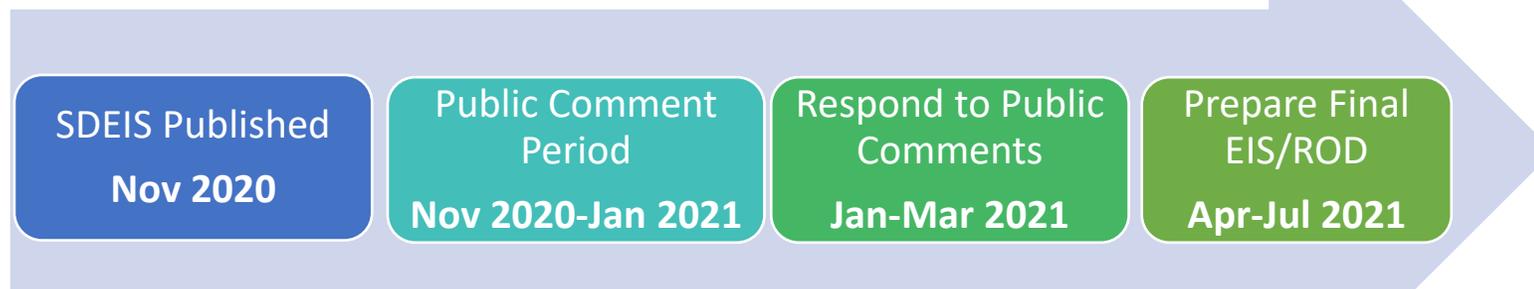
*Existing*



*Future*

# Suggested areas for public comment

- Public comment period through Jan. 4, 2021
- Specific comments enable the project team to better understand your preferences or concerns, such as:
  - Alternatives – what do you like or dislike?
  - Environmental impact and benefit analysis – are conclusions supported by valid data?
  - Community engagement – is there a better way to hear from you?



# Question and Answer

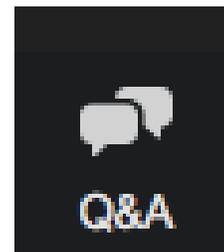
Candace Goodrich, EI

*More questions?*

*Email: [newbridge@portofhoodriver.com](mailto:newbridge@portofhoodriver.com)*

## Ground rules:

- 15 minutes for questions and answers
- Keep questions appropriate and to the extent possible related to the content shared tonight or the Supplemental Draft EIS in general
- Questions will be read out loud and may not be asked verbatim
- Staff will provide verbal answers

A screenshot of a mobile application interface for a Q&A session. The title bar at the top says "Q&A". The main content area displays "Welcome" followed by the text "Feel free to ask the host and panelists questions". At the bottom, there is a text input field with the placeholder "Type your question here...". Below the input field, there is a checkbox labeled "Send anonymously", a "Cancel" button, and a "Send" button.

# Public Comments

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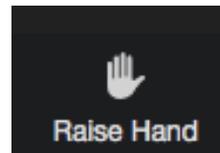
Candace Goodrich, EI



# Public Comment

## Ground rules:

- 30 minutes for comments
- Keep comments respectful and relevant to the Project
- Comments being recorded and responded to in the Final EIS. Staff not responding tonight
- Click on the “raise hand” icon. When it is your turn, we will call on you and unmute you
- Two minutes per comment
- If time allows, you can provide a second comment



## Comment by Jan. 4

### Email:

newbridge@portofhoodriver.com

**Call:** 833-215-2352 (please leave a message)

### Write:

Port of Hood River, Attn: Kevin Greenwood  
1000 E. Port Marina Drive, Hood River, OR 97031

**Online:** Visit our website for an online comment form [bit.ly/HoodRiverBridge](https://bit.ly/HoodRiverBridge)

# Next Steps

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Kevin Greenwood, Port of Hood River



# Next Steps

- Meeting recording and other resources posted on project website: [bit.ly/HoodRiverBridge](https://bit.ly/HoodRiverBridge)
- EIS Working Group meeting in early 2021
- Final EIS/Record of Decision anticipated by Summer 2021



## Follow us on social media!

-  Facebook.com/PortofHoodRiver
-  Twitter.com/PortofHoodRiver

## Submit your comments by Jan. 4

**Email:** [newbridge@portofhoodriver.com](mailto:newbridge@portofhoodriver.com)

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97031

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**Hood River – White Salmon**

**BRIDGE REPLACEMENT PROJECT**

Thank you!

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