



Earthquake Ready Burnside Bridge

DRAFT Feasibility Report

APPENDIX C

PUBLIC AND STAKEHOLDER ENGAGEMENT SUPPORTING DOCUMENTS

- App-C-1: EQRB Stakeholder Engagement Plan 11_21_2016
- App-C-2: EQRB Fact Sheets
- App-C-3: EQRB Stakeholder Interviews Summary
- App-C-4: EQRB Online Survey Summary - Summer 2017
- App-C-5: EQRB Emergency Management Workshop Notes 06_14_2017
- App-C-6: EQRB Online Briefing Summary - Spring 2018
- App-C-7: EQRB Stakeholder Briefings Summary 08_30_2018
- App-C-8: EQRB Social Services Workshop Meeting Notes 07_31_2018
- App-C-9: EQRB Mailer - August/September 2018
- App-C-10: Media Coverage

MULTNOMAH COUNTY BURNSIDE BRIDGE SEISMIC FEASIBILITY STUDY

STAKEHOLDER ENGAGEMENT PLAN

Prepared for



Prepared by



November 2016

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INTRODUCTION

This Stakeholder Engagement Plan (SEP) describes the overall strategic approach to stakeholder education and involvement for the Multnomah County Burnside Bridge Seismic Feasibility Study. This framework lays out the tool kit and sequencing for proactively raising community awareness, keeping stakeholders informed, asking for public input when and where needed, and understanding community preferences. The outreach tools and schedule outlined here are intended to form a platform from which stakeholder engagement can be implemented but does not dictate every action that will be needed to promote community participation, understanding and readiness. It assumes flexibility to respond to the changing needs of the study. The SEP reflects commitments from Multnomah County and the consultant team to coordinate and carry out outreach activities designed to assure that interested and impacted parties understand the need for, and have opportunities to provide input on, this study.

STUDY DESCRIPTION

The purpose of the Multnomah County Burnside Bridge Seismic Feasibility Study is to continue the mission and direction established by the 2015 Willamette River Bridge Capital Improvement Plan; ensure public engagement influences the study vision and goals; identify stakeholder concerns, issues, and needs as they relate to the study; develop a short list of replacement and rehabilitation alternatives that meet current seismic standards; and recommend replacement and/or rehabilitation alternatives that shall be advanced to a potential future National Environmental Policy Act (NEPA) study.

PUBLIC INVOLVEMENT PURPOSE AND GOALS

This public involvement and stakeholder outreach process will be implemented to notify and obtain information from Partner Agencies, stakeholder organizations and the community.

THE STUDY'S PUBLIC INVOLVEMENT GOALS ARE TO:

- Communicate complete, timely, accurate, understandable information to the public throughout the study.
- Educate the public about study considerations and recommendations in a clear, responsive and transparent way.
- Build community relationships and seek public input throughout the study.
- Provide meaningful, relevant and well thought-out public involvement opportunities and demonstrate how input has influenced the process.
- Seek participation of all potentially affected and/or interested individuals, communities and organizations.

AUDIENCES

This list contains community stakeholder interest categories (identified to date). There are several organizations within each of the following groups that the PI process will seek to inform and engage:

- Bridge users
- Social service providers & organizations
- Environmental justice and equity organizations
- Bike and pedestrian communities
- Downtown and Eastside Business Associations
- Adjacent businesses
- Chambers of Commerce
- Developers
- Freight, warehousing and shippers
- Neighborhood Associations
- River users
- Homeless populations
- Historical interests
- Recreational groups
- Tourism interests
- Neighborhood emergency response groups
- Transit
- Event organizers
- Railroad



STUDY CONSIDERATIONS

There are many considerations that will be considered in the study screening and evaluation process, many of which the public will have a strong interest in. The following graphic is an illustration of some of the many factors to be considered throughout this process.

COORDINATING AGENCIES

This list contains potential agency partners (identified to date). These agencies will be kept informed and consulted as appropriate to ensure that the study is building alliances, following policy, meeting regulatory requirements and coordinating with other current and planned relevant study. The PI process will seek to inform and engage throughout the study process:

MULTNOMAH COUNTY

- BCC
- Chief Financial Advisor
- Project Delivery Team (PDT)
- Community Services (Bridges, Transportation Planning, Roads, etc.)
- Office of Diversity and Equity
- Office of Citizen Involvement
- Office of Government Relations
- Sustainability
- Office of Emergency Management
- Sheriff

LOCAL AGENCIES

- TriMet
- Metro
 - JPACT/TPAC
 - MCTCC
- East Multnomah County Transportation Committee
- Regional Arts & Culture Council
- City of Portland
 - Mayor's Office
 - PDC
 - Police Department
 - Portland Fire and Rescue
 - City Bureau of Planning & Sustainability
- Office of Equity and Human Rights
- Bureau of Transportation
- Bureau of Environmental Services
- Bureau of Parks and Rec
- Office of Neighborhood Involvement
- Bureau of Emergency Management
- Bureau of Emergency Communications
- Bureau of Development Services
- Streetcar

FEDERAL, STATE AND LOCAL AGENCIES AND REPRESENTATIVES

- Governor's Office
- State Legislators
- State Resiliency Officer
- Federal Legislators
- Clackamas County
- Washington County
- Federal Highway Administration
- ODOT Bridge
- WSDOT Bridge
- ODOT Region 1

REGULATORY AGENCIES

- State Regulatory Agencies (SHPO, DSL, DEQ, ODFW, etc.)
- Federal Regulatory Agencies (USFW, NMFS, ACOE, Coast Guard etc.)

Below are the suggested agencies and representatives to be invited to Senior Agency Staff meetings and Policy Group meetings:

POLICY GROUP

- Multnomah County Board of Commissioners
- TriMet
- Metro
- City of Portland Mayor's Office
- Governor's Office
- State Legislators
- Federal Legislators Office

- Clackamas County
- Washington County
- FHWA
- ODOT Region 1
- Portland Development Commission

SENIOR AGENCY STAFF

- Multnomah County
- TriMet
- Metro
- City of Portland (Mayor's Office/PBOT)
- Governor's Office/State Resiliency Officer
- State Legislators
- Federal Legislators Office
- Clackamas County
- Washington County
- FHWA Bridge
- ODOT Region 1
- ODOT Bridge
- Portland Development Commission

OTHERS TO CONSIDER

- PDC
- Police Department
- Portland Fire and Rescue
- City Bureau of Planning & Sustainability
- Office of Equity and Human Rights
- Bureau of Environmental Services
- Bureau of Parks and Rec
- Office of Neighborhood Involvement
- Regional Arts & Culture Council
- Bureau of Emergency Management
- Bureau of Emergency Communications
- Bureau of Development Services
- Streetcar

DRAFT KEY MESSAGES, TALKING POINTS, AND TAGLINE

Portland is overdue for an unprecedented and catastrophic earthquake that will collapse our downtown bridges leaving our city divided.

- Geological information confirms that the earthquake's impact will reach Portland.
- Current engineering design standards allow us to prepare our bridges to withstand severe earthquake impacts.

The Burnside corridor is the City's designated lifeline route. Making a wise investment in our lifeline bridge now will ensure we can respond to the earthquake emergency and rebuild our community.

- Our short and long-term recovery depends on making good decisions about where and how to ensure a resilient river crossing. A quickly available way to get across the Willamette will reunite families, provide emergency response, move goods, enable commerce and help recuperate our economy.
- The Burnside Bridge is the best choice for focusing our earthquake preparedness resources. Being able to cross the Willamette after a disastrous event is a crucial element of our Burnside lifeline.
- There are many considerations to be weighed in determining our best path forward. It is crucial that we use the best technical information available to make a thoughtful decision about how to proceed.

The Burnside Bridge Feasibility Study will examine options to create a resilient lifeline crossing that will be a source of pride for our community for generations.

- This study intends to preserve and extend the legacy of regional and statewide service that the 90 year-old Burnside Bridge has established.

- The feasibility study is the first step in the County’s decision process. It will consider a full range of retrofit and replacement options and narrow down to the most reasonable, reliable, and cost-effective alternatives.
- It will take years to get an earthquake safe crossing in place. We have to begin now, be efficient and thoughtful, and make steady progress.

Join in. Participate in the effort to ensure the long-term safety and viability of our region.

- Multnomah County is exercising leadership to equip the Burnside Bridge to fulfill its lifeline route function.
- There many voices in our community and many considerations to take into account. Community-wide participation is vital so that our solution reflects our values and serves the needs of all of us.
- Each of us needs to prepare – as households, neighborhoods and a community.
- There will be many opportunities to learn more, track study progress and share your thoughts. Follow us on the website.

SHORT AND STRONG

- A big earthquake event is overdue and it’s going to cause damage and isolate us from one another.
- We have the knowledge and tools to prepare.
- We can protect our lifeline connection.
- Join in. We can all pitch in and do our part to be ready to respond, recover and reunite.

TAGLINE WORDS

- Prepare. Withstand. Protect.
- Ready. Respond. Reunite. Rebuild.
- Respond. Recover. Reunite.

DECISION-MAKING STRUCTURE

Decision-making will be supported and informed by broad stakeholder outreach as described in this Plan in the belief that the best way to make strategic decisions and build awareness is to have a transparent, effective and inclusive process that is credible and understood as credible by stakeholders.



PROJECT TEAM ROLES & RESPONSIBILITIES FOR PUBLIC INVOLVEMENT

The **Project Delivery Team (PDT)** is responsible for the strategic alignment with the County's values and policies, study delivery, government and stakeholder relation and outreach, assessing and managing study risks, and financial and resource planning.

The **Project Management Team (PMT)** will work with the technical team leads to manage scope, schedule, budget and progress.

SEP monitoring, adjustment and implementation will be guided by a **PI Technical Team**. The team will meet as needed to manage work flow, quality, scope, budget, and schedule of products and activities. The team includes:

- Vaughn Brown (lead)
- Jessica Pickul
- Doug Zenn
- Cassie Davis
- Marcy Schwartz

PI team recommendations will be forwarded to the consultant PMT and the study PDT for review and approval.

The following are key study team members that will have a role carrying out the SEP:

HDR

- **Heather Catron, Project Manager.** Provides oversight of overall study.
- **Steve Drahota, Engineering Lead.** Provides oversight of engineering studies and deliverables.
- **Doug Zenn, Partner and Stakeholder Engagement.** Provides guidance on public involvement strategy and supports implementation of outreach efforts.
- **Cassie Davis, Stakeholder Coordination.** Provides guidance on public involvement strategy and supports implementation of outreach efforts. Acts as liaison, and when appropriate, provides coordination between Burnside Maintenance Project and this study's public involvement efforts.

CH2M

- **Marcy Schwartz, Policy and Engagement Advisor.** Acts as an advisor on several aspects of the study including public involvement efforts.

Parametrix

- **Jeff Heilman, Pre-NEPA/ Planning Lead.** Acts as an advisor on pre-NEPA requirements, which need to be considered throughout study outreach efforts.
- **Yuhe Yang, Bridge Lead.** Leads the development of bridge alternatives, including the seismic analysis process

JLA Public Involvement – Consultant Communications and Outreach Specialists

- **Vaughn Brown, Public Involvement Lead.** Provides oversight for the Public Involvement Technical Team, provides strategy and facilitation for the Stakeholders Representative Group (SRG) and Policy Group.
- **Jessica Pickul, Deputy Public Involvement Project Manager.** Provides oversight for the public involvement program including outreach and communications.
- **Kalin Schmoldt, Website and Online Outreach.** Supports the development of online engagement tools.

Multnomah County

- **Ian Cannon – Engineering and Transportation Division Director.** Provides strategic direction and guidance.
- **Megan Neill – Engineering Services Director.** Provides owner's oversight of study delivery.
- **Mike Pullen – Communications Officer.** Provides guidance and strategy for all engagement efforts.

HDM Research

- **John Horvick, *Polling***. Leads implementation of community research and surveys.

PUBLIC INVOLVEMENT STRATEGY

A belief that informed public consent generates the best solutions and the most support for a civic works study drives this approach. The following is the study strategy for systematically creating informed consent, laid out in a three-phase approach.

The phases are designed to reflect our outreach process and timed to match technical deliverables. The interplay of when technical information will be available for public distribution and the need for community input on key deliverables will require close coordination within the study team. Project Delivery Team and consultant team leader meetings are the prime venues for maintaining intra-team communication that ensures synchronization and complementarity among study activities and deliverables. Key technical deliverables are noted in each stage below.

Project Initiation/ Develop Initial Concepts/Refine Project Objective

Key technical deliverables: draft study objective; seismic and operations technical design criteria; initial concepts list; seismic visualization

During these phases, we will start to build awareness about the study's objective (preliminary purpose and need) and will begin to identify community needs and interests. We will employ both targeted engagement and information tools to put the study on the community's radar. We will also elicit technical design criteria input from partner agencies required for the study, and conduct Seismic Resiliency Committee (SRC) meetings to validate the seismic criteria by industry experts. This phase begins with a "soft opening" approach that includes a round of stakeholder interviews to test basic study communication materials and listen to stakeholder initial responses to the study. It will be followed by another round of wider community briefings and presentations to drive stakeholders to study online information and input resources including a study overview video and initial seismic visualization. Foundational study information tools will be finalized to support those briefings and carry the study story to the public. The website, fact sheets, FAQs, and media releases will raise widespread awareness. The stakeholder database will be created for contact information, enabling interested party emails and notices. The Stakeholder Representative Group (SRG) will have its first meeting in this phase to establish the SRG's role as a sounding board, provide a study overview, review results of the pass/fail screening based on safety, function and operating design criteria and to identify stakeholder interests that will help form initial screening criteria based on the study's preliminary objective (purpose and need).

Screen Initial Concepts

Key technical deliverables: final study objective; screening criteria; seismic analysis and initial retrofit strategy development; concept screening; geotechnical report; traffic, roadway, multi-modal report; rehab, seismic retrofit and replacement reports; preliminary environmental conditions memo

In this phase, stakeholders will see information about how their initial input was incorporated into the study objective, screening criteria and design considerations. Fact sheets and infographics will be used to explain geotechnical, environmental, traffic and multi-modal findings. The information tools may be enhanced by the addition of social media updates to continue building interest and understanding. Group presentations will continue on an "as-requested" basis. An online survey may be used to help screen a subset of original concepts into a set of alternatives to be evaluated. The SRG will meet to review the results of the initial

screening and provide input on the evaluation criteria that will be used to conduct the alternative evaluation.

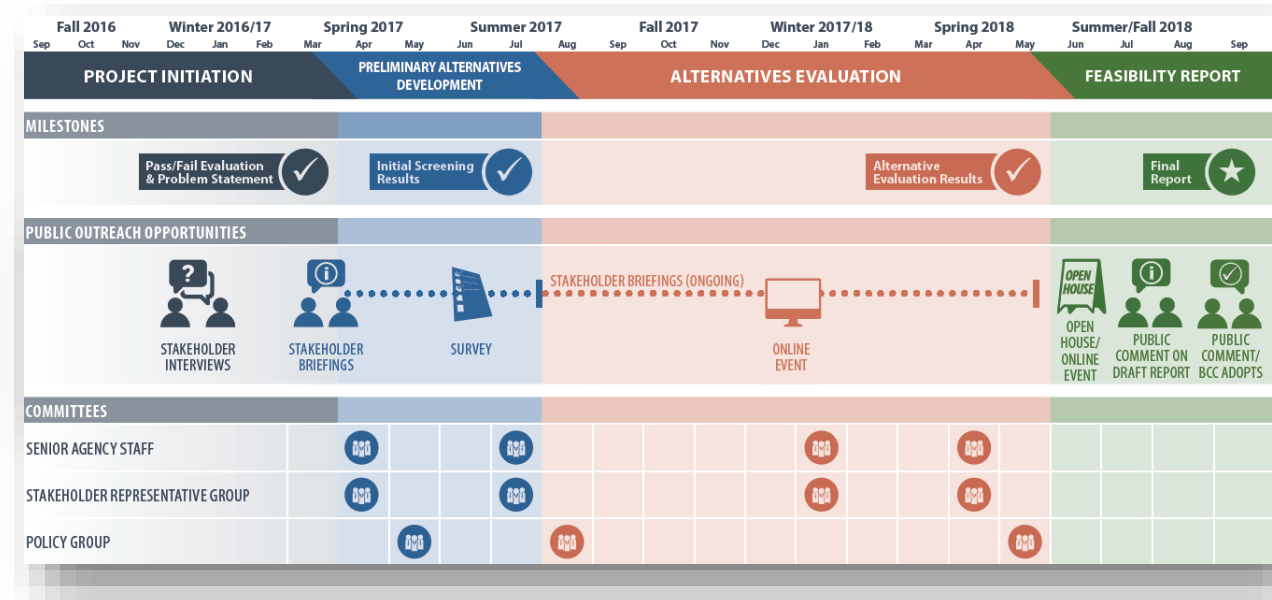
Evaluate Range of Preliminary Alternatives

Key technical deliverables: screened Concepts list; evaluation criteria; alternatives evaluation; feasibility report

This phase uses community-wide events and the third SRG meeting to review evaluation results. In-person and online public events will be held to gather broad-based community input which will be compiled and considered by the SRG as they advise the study team in determining the best set of feasible alternatives to advance into the NEPA process. Information tools will continue to keep a steady flow of study updates and notices. A combination of targeted presentations alternatives evaluation surveys and a strong media strategy will round out this phase of involvement and communication activities.

Agency Partner Consultation

Throughout all three phases local, state and federal agencies will be briefed on study progress and discuss study findings. Agency briefings and a series of agency senior staff and policy group meetings are planned to keep partners engaged and supportive.



STAKEHOLDER REPRESENTATIVE GROUP

The SRG is a sounding board composed of 15-20 representatives from stakeholder organizations that are most impacted by and interested in the study. The interviews and briefings held during phases 1 and 2 will help the study team identify these pivotal stakeholders. Membership will be by invitation of the County rather than official appointment. SRG meetings will be publicly advertised and will include a public comment period.

Meetings will be designed and facilitated to encourage intra-group discussion and provide feedback on study products and pending decisions. Members will have access to detailed study information and expertise. The SRG is not a decision-making body. It will function to provide the study team guidance and advice from a body of well-informed community members.

PUBLIC INVOLVEMENT TOOL KIT

The following table includes stakeholder engagement and informational tools and activities identified to date that will be available to be employed throughout the study to engage and inform a broader public audience. This list is not intended to limit outreach choices as the study proceeds. It is intended to set a SEP foundation for proactive provision of stakeholder opportunities to learn about and comment upon the feasibility study.

ENGAGEMENT

Tool/Activity	Description	Phase(s)
Initial Stakeholder Interviews	An early set of 15 interviews will introduce selected stakeholders to the study, test study messages and plans, listen to needs and concerns, receive input concerning how to best deliver study information (see details below).	1
Stakeholder Briefings	Up to another 45 group briefings or interviews will roll out the community-wide awareness campaign. These outreach actions will introduce the study, drive stakeholders to the website, listen to needs and concerns, receive input concerning how to best deliver study information, and advertise future engagement opportunities.	1, 2
Early Group Presentations and Discussions	Up to four presentations of up to two-hours each will be conducted with key stakeholder organization groups, such as neighborhood associations and business associations, to provide a study introduction. The study team shall receive input concerning how, when and through which channels general-public stakeholders can best receive study information.	2
Stakeholder Database	A stakeholder database will be developed from existing contact lists and current research. The stakeholder database shall be used to track key stakeholder and interested parties contact information and participation at meetings throughout the life of the study. This database will be designed to enable comment tracking throughout the study.	All
Stakeholder Representative Group	Three Stakeholder Representative Group (SRG) meetings taking up to two hours each will be attended, with the SRG comprised of representatives of key stakeholder groups with the goal of providing input during the alternatives evaluation process.	2, 3
Community-Wide Events	Four, two-hour Open House events will be held in order to share study information and allow an opportunity to collect community and stakeholder input on issues or concerns regarding the study. These will occur at critical milestones in the study including which include Preliminary Alternatives Development and Publishing the Draft Feasibility Report.	3
Targeted Community Presentations	Six presentations will be held in order to expand the awareness of the study among audiences that are hard-to-reach otherwise. This could include light canvassing, group tours or presentations at existing meetings.	2, 3

INFORMATION TOOLS

Tool/Activity	Description	Lead
Mailers	Agency and stakeholders will be invited to the community-wide events via a designed 8.5"x11" mailer and media release.	3
Infographics and event notices	Up to 45 infographics will be created in support of the study community information materials, providing a consistent graphic identity on all publicly-distributed materials, including notices of events and meetings.	All
Fact Sheets	Up to six study fact sheets aligning with key study milestones will be created for use during stakeholder outreach.	All
Website	A study website with up to 20 linked pages will be developed, with weekly support.	All
Establish and Maintain Social Media	Strategy, content and responses to social media will be developed in order to create an online presence for study activities and generate awareness through popular social media outlets – Twitter and Facebook. Monthly social media usage reports will be sent. Note: a separate social media strategy will be developed to supplement this SEP.	2, 3
Develop Videos	A two-minute video will provide key study messages on the study website.	1
Online Open Houses	Two Online Open Houses aligning with the in-person community-wide events will provide an online opportunity to share study information and provide an opportunity to collect community and stakeholder input on issues or concerns regarding the study.	3
Research and Surveys	A statistically-valid telephone or web-based survey will be prepared, directed for impacted stakeholders in the Portland metropolitan area.	2, 3
Media Strategies and Releases	Media consultation will be offered for non-planned media inquiries, along with recommendations on key messages and media responses in order to communicate issues and process messages. Note: a separate media strategy will be developed to supplement this SEP.	All

STAKEHOLDER INTERVIEWS

As outlined in the “Identifying Needs” Phase, 15 - 20 interviews with key stakeholder groups (both community and agency) will be conducted to test messaging; gain a better understanding of stakeholder questions; learn more about needs, issues, and opportunities for the study; and ask who else should be involved. These interviews will be run by one consultant team member (PI or technical) and a staff member from the County. An interview instrument will be developed to guide conversations. Interviewers are expected to provide “what we heard and what we learned” interview summary reports to be compiled into a final report documenting the process and findings.

First round interviewees will focus on organizations represented on the Audiences and Agencies lists provided earlier in this document. The following is a sample of those who might be included in the stakeholder interviews:

Community

- JOIN
- Central Eastside Industrial Council
- American Medical Response
- Louis Dreyfus Company
- Organizing People/Activating Leaders
- Oregon Trucking Association
- American Automobile Association
- Old Town/Chinatown Community Association
- Better Block
- Office of Neighborhood Involvement
- Portland Saturday Market

Agencies

- Mayor-elect's Office
- Federal Highway Administration
- TriMet
- Office of Emergency Management
- Port of Portland
- ODOT
- Portland Development Commission

MEASURING AND MONITORING OUTREACH ACTIVITIES

The PI Technical Team, PMT and PDT monitor and will evaluate the public involvement process on an ongoing basis to determine the effectiveness of the outreach effort. The SEP will be modified as needed to expand successful techniques.

At key milestones, the PI Technical Team will meet to discuss and assess how well the program is meeting the public involvement goals listed earlier in this plan. While evaluation of these goals is necessarily subjective, the team will also consider the following more measurable objectives as the team assesses program effectiveness:

- *Number of participants attending meetings or events.*
- *Number of responses received to a survey or questionnaire.*
- *Number and percent of participants providing feedback in a language other than English.*
- *Number of website hits or downloads occurring during a specific time period.*
- *Number of people who have signed up for the study mailing list.*
- *Number of study comments received (phone, email, comment cards, online).*
- *Number of comments from targeted audiences (identified in Audiences and Potential Cooperating Agencies)*
- *Whether comments received are relevant to the study (indicates study understanding).*
- *Quantity and accuracy of press coverage.*
- *How study decisions have been modified as a result of public.*

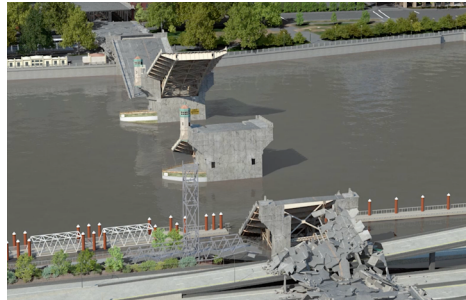
PROJECT IDENTITY

An important quality of successful projects is a consistent look and feel, logo and templates for public materials. A study identity can be intentional and thoughtful. It can't be underestimated as it is the first impression that many stakeholders have of a study. We recommend that the Burnside Bridge Seismic Feasibility Study considers the following items that contribute to the overall identity to a study.

1. **Design Guidelines:** provide the study team with study fonts, colors, and document settings that should be used for any public-facing materials or study deliverable.
2. **Document Templates:** ensures that all study team members are using the same templates for PowerPoint presentations, memos, agendas and reports.
3. **(Consider) Project Logo:** the first and often most memorable thing about a study's identity. It should symbolize the study purpose and communicate what the study hopes to achieve. Finally, it should consider community and cultural sensitivities.
4. **(Consider) Project Name:** will be used on all study materials, in the media and any other opportunity to engage the public. A study name should be understandable by the general public and indicate what the study seeks to achieve.



Multnomah County is working to create an earthquake-safe Willamette River crossing



BETTER. SAFER. CONNECTED.

Portland's aging downtown bridges are not expected to withstand a major earthquake. That is why Multnomah County is taking the lead on making at least one earthquake ready. Located in the heart of downtown, the Burnside Bridge is a regionally established lifeline route across the Willamette River. Lifeline routes are important because they:

- ▶ Help firetrucks, ambulances, and police cars respond in an emergency
- ▶ Reunite families and loved ones
- ▶ Help our economy recover

WHAT IS THE PLAN?

Since 1926, the Burnside Bridge has served us well. To take us across the river for another 100 years, it needs an upgrade. Over the next several years, Multnomah County will evaluate options for creating a resilient Burnside crossing that will withstand a major earthquake.

The first step is to narrow a long list of over 100 options through a screening process to arrive at a short list of recommended options to be evaluated in more detail in a later phase.

BURNSIDEBRIDGE.ORG



FOLLOW THE PROJECT ON TWITTER:
@MultCoBridges, #ReadyBurnside

VISIT THE PROJECT WEBSITE TO:

- Sign up for updates.
- Request a presentation for your community or business group.
- Learn about upcoming meetings, events and other ways to provide input.

FOR MORE INFORMATION, CONTACT:

Mike Pullen
Multnomah County Communications Office
mike.j.pullen@multco.us
(503) 209-4111



HOW ARE THE OPTIONS BEING NARROWED?

Multnomah County has considered more than 100 river crossing options on the Burnside lifeline route. These options are undergoing an extensive screening process to make sure they meet requirements for a reliable river crossing after a major earthquake.

SCREENING STEPS

1

Each option was screened against the core requirements of seismic resiliency, emergency response, and compatibility with major infrastructure.

2

Each remaining option was evaluated on how well it functioned immediately after an earthquake in addition to everyday use.

3

Each remaining option is being further evaluated for its performance in six key categories:

FINAL REPORT

FALL 2018

The options that pass through these three screening steps will be published in a final report.

We are here.

OPTION GROUPS

No Build

Maintain existing bridge as-is.

These options are not seismically resilient or cannot support emergency response.

Seismic Retrofit

Upgrade the existing bridge.

A full seismic retrofit of the bridge is not feasible due to significant impacts to I-5 during construction.

Enhanced Seismic Retrofit

Retrofit most of the existing bridge, but replace the spans over I-5 and the railroad.

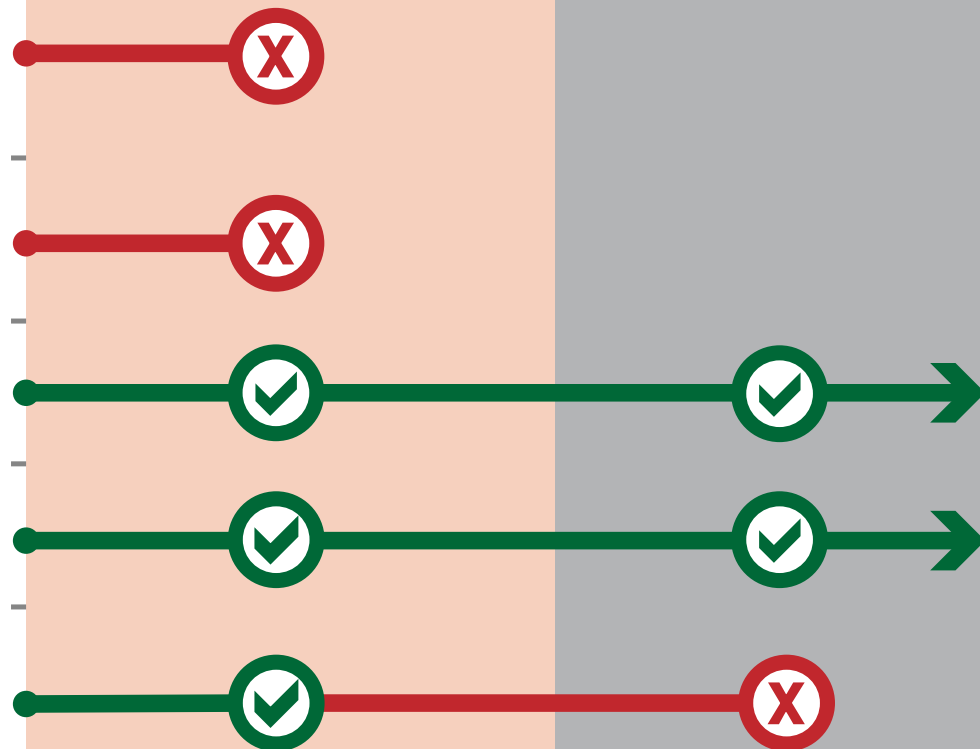
Replacement

Build a new crossing such as a high fixed bridge, low movable bridge, twin bridges or a tunnel.

Enhance Another Bridge

Retrofit or replace a different bridge across the Willamette River.

Other bridges do not provide a rapid and reliable connection to the Burnside lifeline route after an earthquake.



- SEISMIC RESILIENCY**
Support reliable and rapid emergency response after an earthquake.
- NON-MOTORIZED TRANSPORTATION**
Support access and safety for bicyclists, pedestrians and people with disabilities.
- CONNECTIVITY**
Support street system integration and function for all modes.
- EQUITY**
Minimize adverse impacts to historically marginalized communities and promote transportation equity.
- BUILT ENVIRONMENT**
Promote land use compatibility and minimize impacts to parks and historic resources.
- FINANCIAL STEWARDSHIP**
Ensure public funds are invested wisely.



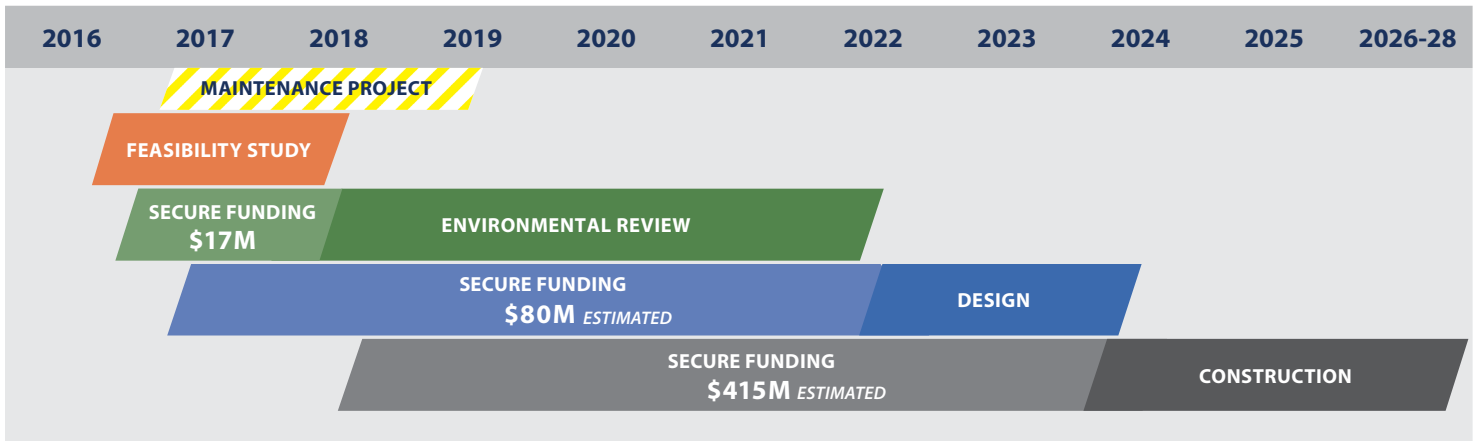
REMAINING OPTIONS

A draft of the final report will be available for public comment in Summer 2018.

The Multnomah County Board of Commissioners will make the final decision on which options will advance to environmental review.

PROJECT TIMELINE

We are in the Feasibility Study phase of the project. It will take years to get an earthquake-safe crossing in place, so we must work thoughtfully and make steady progress toward that goal.



This timeline shows the schedule and estimated costs for the Earthquake Ready Burnside Bridge project. It also shows the current maintenance project that is repairing and improving the bridge to keep it safe and working for another 15–20 years.



WE WANT TO HEAR FROM YOU

Multnomah County is working with regional partners and the community to narrow crossing options with this planning process. Tell us what we should consider as we plan for an earthquake-resilient crossing.



Weigh in at community events and via online surveys.



Request a project briefing for your organization.



Attend an upcoming committee meeting.

Find out more about these opportunities at BurnsideBridge.org



El Condado de Multnomah está trabajando para crear un sitio para cruzar el río Willamette que resista terremotos



MEJOR. MÁS SEGURO. CONECTADO.

No se espera que los envejecidos puentes del centro de Portland resistan un terremoto de gran magnitud. Es por eso que el Condado de Multnomah está tomando medidas para que al menos uno pueda resistir un terremoto. El puente de Burnside, situado en el centro de la ciudad, es una establecida ruta regional vital que cruza el río Willamette. Las rutas vitales son importantes porque:

- ▶ Permiten que los camiones de bomberos, las ambulancias y las patrullas policiales respondan a emergencias
- ▶ Reúnen a las familias y los seres queridos
- ▶ Ayudan a recuperar nuestra economía

¿EN QUÉ CONSISTE EL PLAN?

El puente de Burnside nos ha servido fielmente desde 1926. Tenemos que actualizarlo para que nos permita atravesar el río durante otros 100 años. En los siguientes años, el Condado de Multnomah va a evaluar opciones para crear un cruce en Burnside que resista terremotos de gran magnitud.

El primer paso consistirá en seguir un proceso de evaluación para elegir entre una larga lista de más de 100 posibilidades hasta obtener una lista reducida de opciones recomendables que se evaluarán más detalladamente en una fase posterior.

BURNSIDEBRIDGE.ORG



**SIGA EL PROYECTO EN TWITTER:
@MultCoBridges, #ReadyBurnside**

VISITE EL SITIO WEB DEL PROYECTO PARA:

- Inscribirse a fin de recibir actualizaciones.
- Solicitar una presentación para su comunidad o grupo empresarial.
- Obtener información sobre reuniones, eventos y otras oportunidades para dar sus opiniones.

PARA OBTENER MÁS INFORMACIÓN, CONTACTE A:

Mike Pullen
Oficina de Comunicaciones del Condado de Multnomah
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¿CÓMO SE ESTAN DEFINIENDO LAS OPCIONES?

El Condado de Multnomah ha considerado más de 100 opciones de cruce del río para la ruta vital de Burnside. Estamos evaluando exhaustivamente estas opciones para asegurarnos de que cumplan con los requisitos que debe tener un sitio de cruce confiable después de un terremoto de gran magnitud.

PASOS DE LA EVALUACIÓN

1

Cada opción se evaluó con respecto a requisitos básicos de resistencia sísmica, respuesta a emergencias y compatibilidad con infraestructuras importantes.

2

Cada opción que cumplió estos criterios se evaluó en base a su desempeño inmediatamente después de un terremoto, además de su uso cotidiano.

3

Se está evaluando cada una de las opciones seleccionadas de acuerdo a su desempeño en seis categorías clave:

INFORME FINAL

OTOÑO 2018

Las opciones que cumplan los tres pasos de esta evaluación se publicarán en un informe final.

GRUPOS DE OPCIONES

No construir

Mantener el puente existente.

Estas opciones no ofrecen resistencia sísmica ni permiten responder a emergencias.

Adecuación sísmica

Actualizar el puente existente.

No es viable realizar una adecuación sísmica completa del puente debido al fuerte impacto que tendrían los trabajos de construcción en la autopista I-5.

Adecuación sísmica aumentada

Adecuar la mayor parte del puente existente y reemplazar los tramos que atraviesan la autopista I-5 y las vías ferroviarias.

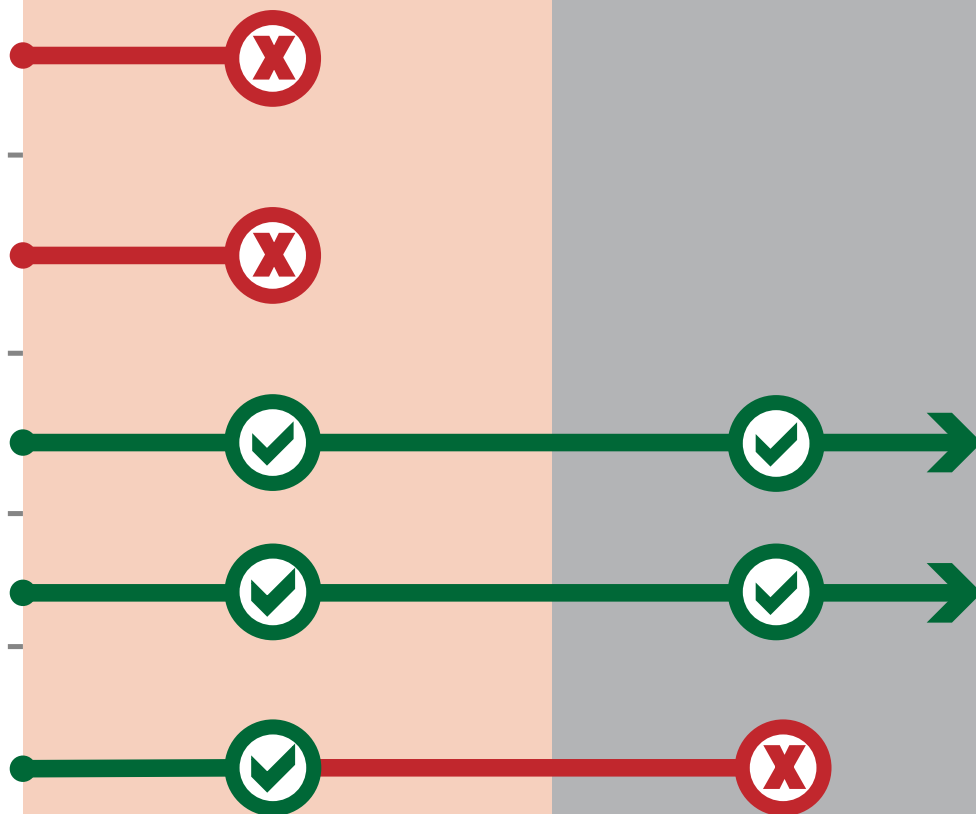
Reemplazo

Construir un cruce nuevo, como un puente elevado fijo, un puente levadizo bajo, puentes gemelos o un túnel.

Mejorar otro puente

Adecuar o reemplazar otro puente que cruce el río Willamette.

Otros puentes no proveen una conexión rápida y confiable a la ruta vital de Burnside después de un terremoto.



Nuestra posición actual.

- RESISTENCIA SÍSMICA**
Apoyo para una respuesta confiable y rápida a emergencias después de un terremoto.
- TRANSPORTE DE VEHÍCULOS NO MOTORIZADOS**
Acceso y seguridad para ciclistas, peatones y personas discapacitadas.
- CONECTIVIDAD PARA EL TRANSPORTE**
Integración con el sistema vial y funcionalidad para todos los modos de transporte.
- EQUIDAD**
Minimizar impactos adversos en las comunidades afectadas y promover transporte equitativo.
- ENTORNOS EXISTENTES**
Promover compatibilidad con el uso de los terrenos y minimizar el impacto en los parques y los recursos históricos.
- RESPONSABILIDAD FINANCIERA**
Garantizar una inversión inteligente de los fondos públicos.



OPCIONES SELECCIONADAS

En verano del 2018 publicaremos un borrador del informe final para solicitar comentarios del público general.

La Junta Administrativa del Condado de Multnomah tomará su decisión final sobre qué opciones se remitirán a la evaluación ambiental.

CRONOGRAMA DEL PROYECTO

Estamos en la fase de estudio de factibilidad del proyecto. Tomará años construir un sitio por donde cruzar que resista terremotos, así que tenemos que trabajar de manera inteligente y avanzar concienzudamente hacia ese objetivo.



Este cronograma muestra el calendario y los costos estimados para el proyecto del Puente Resistente a Terremotos de Burnside. También muestra el actual proyecto de mantenimiento que consiste en reparar y mejorar el puente para mantenerlo seguro y funcional durante 15 a 20 años más.



QUEREMOS CONOCER SUS OPINIONES

El Condado de Multnomah está trabajando con socios regionales y la comunidad para definir las opciones de cruce durante este proceso de planificación. Háganos saber qué debemos considerar al planificar un cruce que resista terremotos.



Dé sus opiniones en eventos comunitarios y a través de encuestas en Internet.



Solicite un informe del proyecto para su organización.



Asista a una próxima reunión del comité.

Obtenga más información sobre estas oportunidades en BurnsideBridge.org

Multnomah County is studying options for a resilient Burnside Bridge that will withstand a major earthquake.

About the Project

Portland's aging downtown bridges, including the Burnside Bridge, were not built to withstand a major earthquake. Multnomah County is studying how to create a resilient Burnside Bridge that can carry traffic over the river after a disaster. The study will determine what improvements are needed to both extend the service life of the bridge and prepare it to survive a major earthquake.

A Resilient Earthquake River Crossing

Burnside Street is a regional lifeline transportation route designated to enable emergency response, evacuation and recovery soon after a major disaster. The route requires a river crossing that can withstand an earthquake to support emergency services, reunite families, move goods, enable commerce and help our economy recover. Our region will be divided if the

Burnside Street is a regional lifeline route

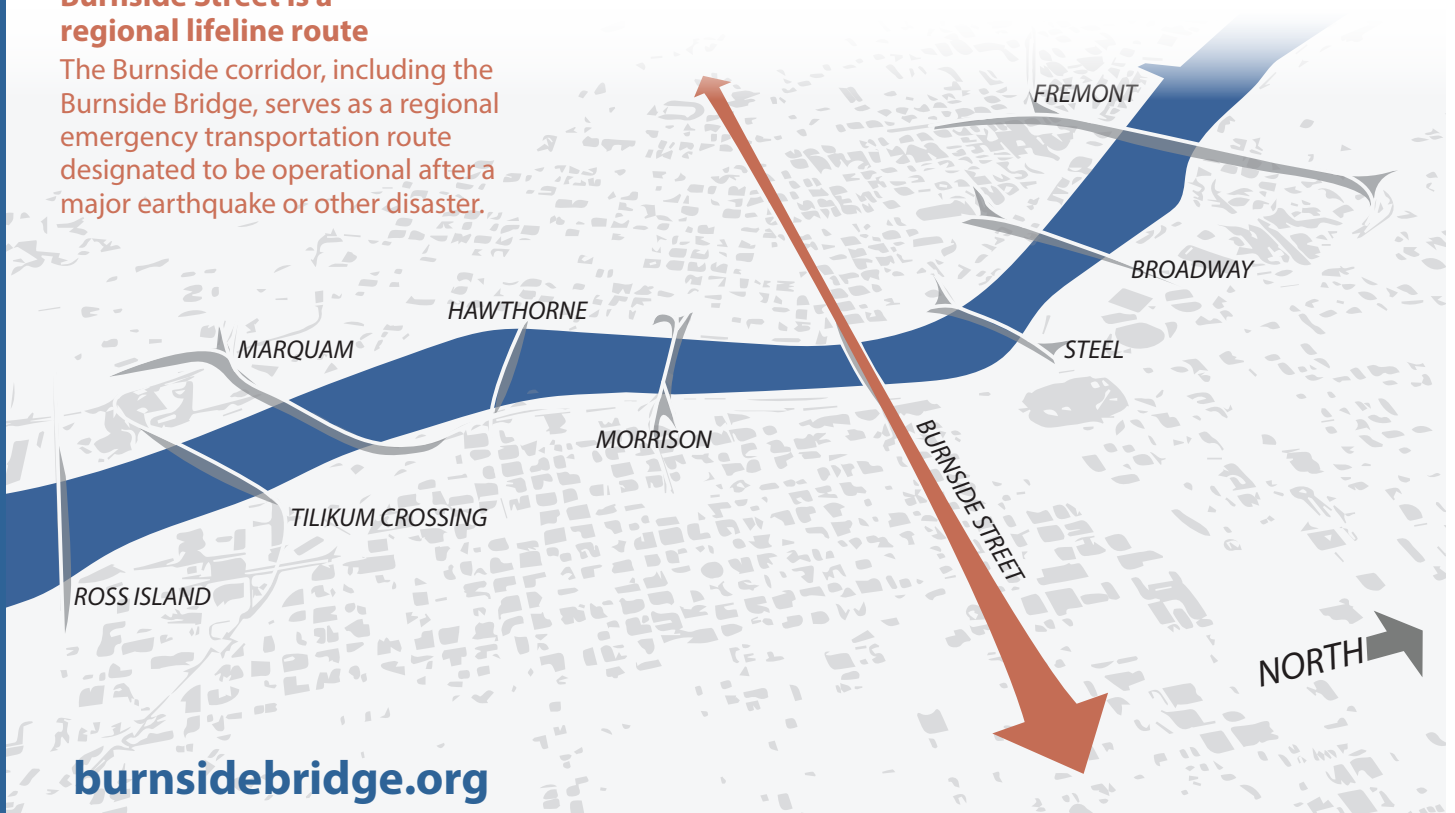
The Burnside corridor, including the Burnside Bridge, serves as a regional emergency transportation route designated to be operational after a major earthquake or other disaster.

Protecting our region's emergency lifeline

lifeline route cannot safely move vehicles across the Willamette River after a disaster. This study will evaluate a variety of river crossing ideas and identify the best options for creating a resilient lifeline crossing that will serve our community for generations.

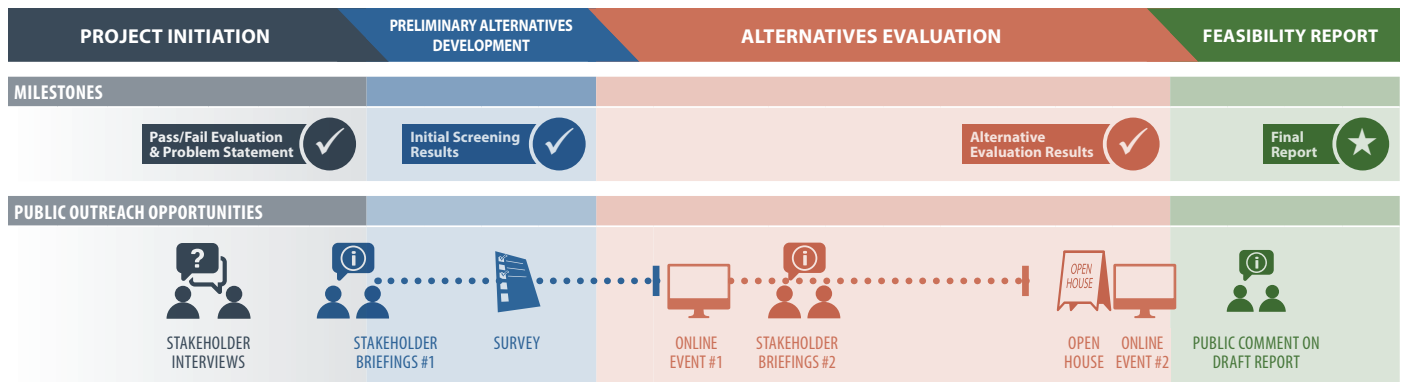
Our Community Needs to be Involved

It will take years to get an earthquake-safe crossing in place, so we must work thoughtfully and make steady progress toward that goal. Input from the community is essential to help us make sure that we find the best solution for everyone.



Project Timeline

Fall 2016 Winter 2016/17 Spring 2017 Summer 2017 Fall 2017 Winter 2017/18 Spring 2018 Summer/Fall 2018



Get Involved

There are many voices in our community and considerations to take into account. Community-wide participation is vital so that our solution reflects shared values and serves the needs of us all.

We need you to weigh in!

The project includes many public involvement opportunities to ensure that the final feasibility study is informed by the needs and issues important to the public.

Visit burnsidebridge.org to:

- Sign up for study news and updates.
- Invite the project team to present to your community or business group.
- Learn about upcoming meetings, events and other ways you can weigh in.



Follow the project on Twitter

@MultCoBridges, #ReadyBurnside

For more information, contact:

Mike Pullen

Multnomah County Communications Office
 mike.j.pullen@multco.us
 (503) 209-4111

Points of Interest

Burnside Bridge

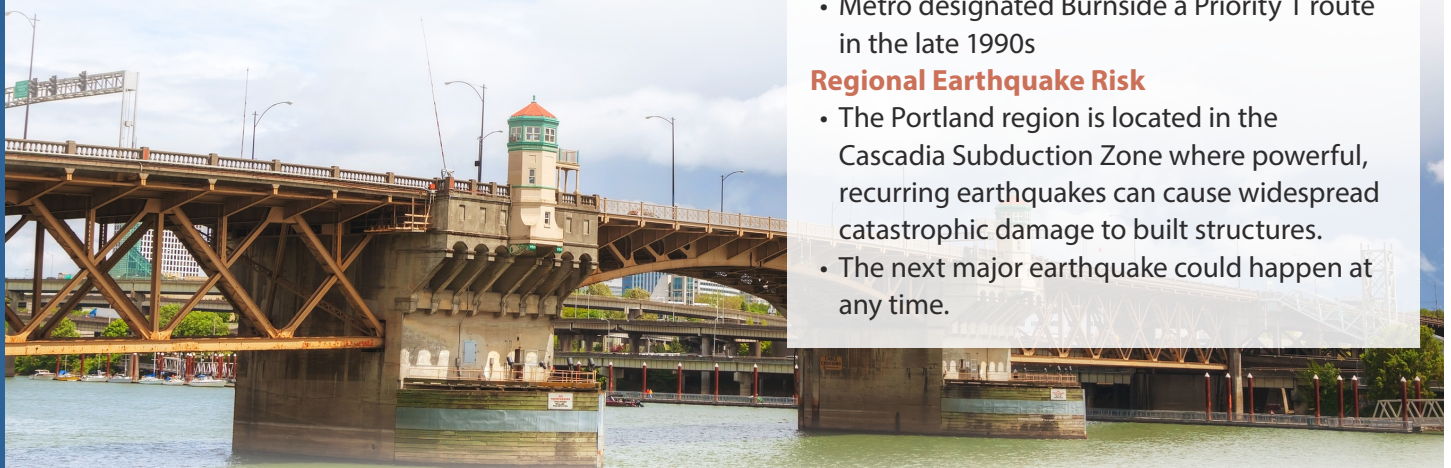
- Bridge opened in 1926
- 40,000 vehicles, 3 TriMet bus lines, and 2,000 bicycles and pedestrians cross the bridge daily

Burnside Street: Regional Lifeline Route

- 18.7 miles long, connecting Beaverton to Gresham
- Metro designated Burnside a Priority 1 route in the late 1990s

Regional Earthquake Risk

- The Portland region is located in the Cascadia Subduction Zone where powerful, recurring earthquakes can cause widespread catastrophic damage to built structures.
- The next major earthquake could happen at any time.



burnsidebridge.org



El Condado de Multnomah está estudiando la opción de hacer modificaciones al puente Burnside para que resista terremotos de gran magnitud.

Acerca del proyecto

Los envejecidos puentes del centro de Portland, incluyendo el puente Burnside, no se construyeron para resistir terremotos de gran magnitud. El Condado de Multnomah está estudiando cómo crear un resistente puente Burnside por donde los vehículos puedan cruzar el río después de un desastre. El estudio determinará qué mejoras habrá que realizar para prolongar la vida útil del puente y prepararlo para resistir un terremoto de gran magnitud.

Un sitio resistente por donde cruzar el río

La calle Burnside es una vía de transporte vital para la región, diseñada para proveer respuesta a emergencias, y realizar labores de evacuación y recuperación poco tiempo después de una catástrofe. La ruta requiere un cruce de río que resista terremotos a fin de apoyar servicios de emergencia, reunir familias, transportar bienes, activar el comercio y ayudar a recuperar nuestra

Protegiendo la ruta de emergencia vital para nuestra región

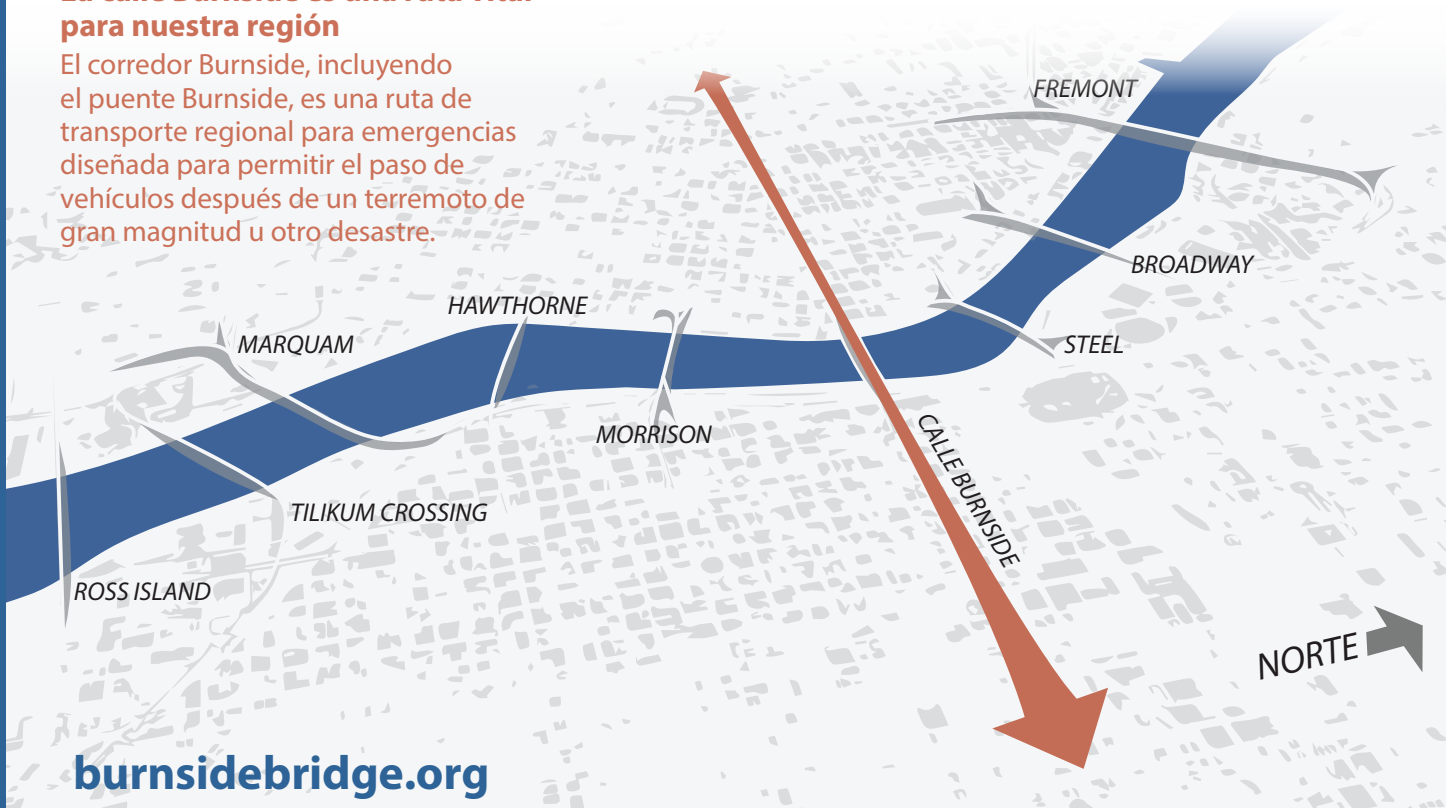
economía. Nuestra región quedará dividida si los vehículos no pueden atravesar el río Willamette por esta ruta vital después de un desastre. Este estudio evaluará una variedad de ideas para cruzar el río e identificará las mejores opciones para crear un cruce resistente que beneficie a nuestra comunidad por generaciones.

Nuestra comunidad necesita involucrarse

Tomará años construir un sitio por donde cruzar que resista terremotos, así que tenemos que trabajar de manera inteligente y avanzar concienzudamente hacia ese objetivo. Es esencial recibir comentarios de la comunidad a fin de obtener la mejor solución para todos.

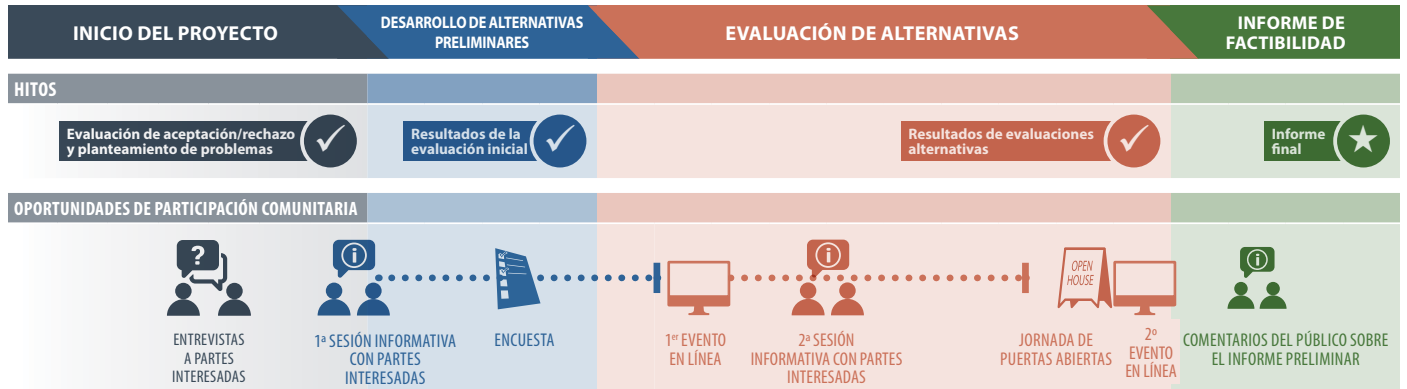
La calle Burnside es una ruta vital para nuestra región

El corredor Burnside, incluyendo el puente Burnside, es una ruta de transporte regional para emergencias diseñada para permitir el paso de vehículos después de un terremoto de gran magnitud u otro desastre.



Cronograma del proyecto

Otoño de 2016 Invierno de 2016/17 Primavera de 2017 Verano de 2017 Otoño de 2017 Invierno de 2017/18 Primavera de 2018 Verano/otoño de 2018



Involúcrese

En nuestra comunidad se escuchan muchas voces y hay mucho que considerar.

Es vital obtener la participación de toda la comunidad para que nuestra solución refleje valores compartidos y atienda las necesidades de todos nosotros.

El proyecto incluye numerosas oportunidades para que participe el público general a fin de garantizar que el estudio de factibilidad incluya sus necesidades y los asuntos que le conciernen.

Visite burnsidebridge.org para:

- Inscribirse a fin de recibir noticias y actualizaciones sobre el estudio.
- Invitar al equipo del proyecto para que lo presente a su comunidad o grupo empresarial.
- Obtener información sobre reuniones, eventos y otras oportunidades para participar.

¡Necesitamos que usted participe!



Siga el proyecto en Twitter

@MultCoBridges, #ReadyBurnside

Para obtener más información, contacte a:

Mike Pullen

Oficina de Comunicaciones del Condado de Multnomah
mike.j.pullen@multco.us
 (503) 209-4111

Puntos de interés

Puente Burnside

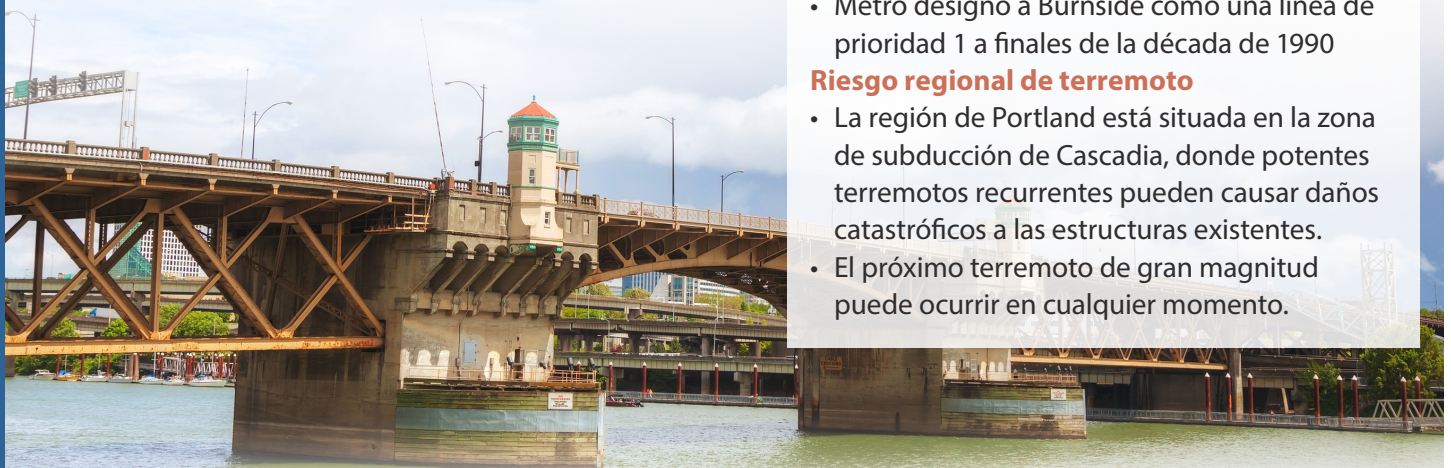
- El puente se inauguró en 1926
- 40,000 vehículos, 3 líneas de autobuses TriMet, y 2,000 bicicletas y peatones cruzan diariamente el puente.

Calle Burnside: una ruta vital para la región

- Tiene una longitud de 18,7 millas, conecta a Beaverton con Gresham
- Metro designó a Burnside como una línea de prioridad 1 a finales de la década de 1990

Riesgo regional de terremoto

- La región de Portland está situada en la zona de subducción de Cascadia, donde potentes terremotos recurrentes pueden causar daños catastróficos a las estructuras existentes.
- El próximo terremoto de gran magnitud puede ocurrir en cualquier momento.



burnsidebridge.org





EARLY STAKEHOLDER INTERVIEW FINDINGS REPORT

Project:	Earthquake Ready Burnside Bridge
Date:	May 5, 2017
To:	Megan Neill and Mike Pullen, Multnomah County
From:	Heather Catron, HDR, and Vaughn Brown, JLA Public Involvement

OVERVIEW

Obtaining public, stakeholder and partnering agency input into Earthquake Ready Burnside Bridge is a key value held by the Board of County Commissioners and important to project outcomes. Outreach efforts for the Earthquake Ready Burnside Bridge project were kicked off with initial stakeholder interviews held between December 6, 2016, and January 12, 2017. The project team interviewed 14 project stakeholders who were long-term partners and representatives from key stakeholder community groups, which included community organizations, businesses and Multnomah County Departments.

The purpose of the interviews was threefold: first, to introduce the feasibility study to a core stakeholder group; second, to gather interviewees’ initial reactions to project messaging and provide feedback on the most effective ways to keep stakeholders engaged and informed throughout the project; and third, to identify early project issues and opportunities.

For the Earthquake Ready Burnside Bridge Project to be successful, community interests and viewpoints must be considered when identifying and evaluating alternative lifeline crossings. These initial stakeholder contacts were the project’s first outreach activity, initiating the ongoing process of listening to the community and incorporating their perspectives into the feasibility study.

This interview report summarizes the feedback received in the early stakeholder interviews. Overall, interviewees expressed widespread interest in the project's intent. There was general agreement on, but varying reasons for, the need for an improved Burnside Bridge. Most interviewees also shared an interest in learning more about the Burnside lifeline corridor and exploring options for a more earthquake-resilient Willamette River crossing.

Feedback received from the interviews will be considered in shaping public involvement activities and during the alternatives screening and evaluation process.

INTERVIEW PARTICIPANTS

Participants in the early stakeholder interviews represent a cross-section of the varied interests surrounding this effort. Community organizations interviewed represent the following constituencies: road and river users, local businesses, social services, emergency responders and coordinating Multnomah County departments.

Community Organizations and Businesses*

- AAA (American Automobile Association)
- AMR (American Medical Response)
- The Street Trust (formerly Bicycle Transportation Alliance)
- Central City Concern
- Central Eastside Industrial Council
- JOIN
- Louis Dreyfus Company
- Old Town/Chinatown Community Association
- OTA (Oregon Trucking Association)

Multnomah County Departments

- Multnomah County Bicycle and Pedestrian Citizen Advisory Committee
- Multnomah County Health Department
- Multnomah County Office of Diversity and Equity
- Multnomah County Office of Emergency Management
- Multnomah County Office of Sustainability

* *The project team invited OPAL, Office of Neighborhood Involvement and Saturday Market to participate. Due to a variety of reasons, these organizations were unable to partake in the initial round of interviews but will be engaged in future efforts.*

KEY FINDINGS

Key Messages

Interviewees were asked to listen to the initial project key messages and then provide feedback on what stood out most. The feedback received emphasized several key items:

- The idea that Portland's downtown bridges are old and need upgrading is a central information point, and interviewees tended to agree this is an important message to deliver. In addition, interviewees shared the key messages should explain why the Burnside Bridge is the priority downtown bridge for upgrading, and concepts of safety and lifeline are important themes to convey.
- Several stakeholders stated the initial key messages placed too much emphasis on the potential earthquake disaster and were too fear-based. There was conflicting feedback about the effectiveness of disaster-focused messaging – some felt this is an effective way to gain interest, while others believe scare tactics are overused or a ruse to get funding.
- Some stakeholders mentioned the messaging shouldn't promise this project can ensure a bridge will be standing in the event of an earthquake. Project messaging shouldn't overpromise what the bridge or this project can deliver.

- Project messaging should use understandable language. There was mixed feedback regarding whether “lifeline” or “earthquake-readiness” is well understood.

Actions Taken to Date: The project team used this feedback to rework and finalize the project key messages.

Study Name, Graphic and Tagline

Interviewees reviewed the draft project graphic, name and tagline. The following is a summary of the feedback received:

- Stakeholders did not have strong reactions to the project name. Comments indicated that the name emphasized earthquake more than the possibility of a new bridge; the word readiness overpromises what the bridge may be capable of during and after an earthquake event; and, finally, the project name could change after the feasibility study is completed.
- There were mixed responses to the project graphic. The version of the graphic reviewed by stakeholders included a seismograph line in a box. While some liked that the graphic represented earthquake risk, others felt it was scary, dysfunctional and confusing. Some remarked the graphic looked like an envelope or the seismograph line looked like an EKG reading. Others suggested the graphic should include bridge elements, illustrate the lifeline connection and/or represent the concept of strength.
- Overall, stakeholders liked the presented project colors.
- Stakeholders shared a few comments regarding the draft project tagline, including: how the word “better” implies an opportunity for vast improvements on a new or rehabilitated bridge, and the word “connected” is subjective, as the public will unlikely be able to use the bridge right away.

Actions Taken to Date: The project graphic has been updated to reflect the feedback. It now emphasizes the bridge and its connection over the river. The project name has been updated to “Earthquake Ready Burnside Bridge,” and the project tagline will remain the same, since the project team does not believe there is a conflict between the tagline’s perceived meaning and the project’s possibilities.

Project Opportunities

Interviewees provided several opportunities to consider with the feasibility study and in later project stages. The following is a summary of the feedback received:

- **Bridge alternatives should allow for multi-modal solutions.** There were several comments about the need to include bike, pedestrian and transit improvements when considering alternatives.
- **Coordinate with stakeholders and agencies that rely on or share responsibilities to maintain the lifeline corridor.** Interviewees suggested coordinating with first responders and emergency managers and encouraged engaging stakeholders and agency partners that share responsibilities for the overall Burnside corridor (from Washington County to City of Gresham), especially jurisdictions.
- **Maximize the impact of the investment** by incorporating opportunities like job training, local purchasing and a bridge design that creates a new community space. Another suggestion was to involve organizations who have preparation plans for a post-earthquake scenario, like cargo bikers and social service agencies. Coordination

and event partnering with earthquake-planning organizations and efforts could be mutually beneficial for both the organization and project.

- **Educate the public** about important topics, such as transportation funding, regional planning, emergency preparedness and the Burnside lifeline corridor.
- **Consider funding sources early on.** One interviewee suggested the project consider whether public/private partnerships could help fund the project. It was also suggested that the project tie into existing plans, like the [Regional Transportation Plan](#) and [Green Loop](#).

Actions Taken to Date: Membership of project stakeholder committees includes stakeholders and agencies that rely on or share responsibilities to maintain the lifeline corridor. In addition, project materials and website are being developed to provide educational information about concepts, such as the Burnside lifeline corridor.

Project Questions and Issues

Interviewees posed several important questions and issues for the project. The following points summarize the principal points raised:

- Most interviewees asked about project funding. Many asked how much a bridge replacement or rehabilitation will cost and where project funding will come from. Questions about funding also included why this project should be prioritized over other important spending priorities, such as affordable housing. One interviewee brought up it will be confusing to the public that money is being spent on maintenance now if the bridge will eventually be replaced or rehabilitated.
- Many asked why Burnside Bridge is a priority over other bridges.
- Many wondered about the impacts of construction to the surrounding communities, bridge users and natural environment.
- Questions were raised about who the bridge serves today and whether new features or infrastructure can be included in a new bridge to make it more inclusive and safe with improved bike and pedestrian features.
- Some questioned whether an old bridge, like Burnside Bridge, could be successfully rehabilitated to survive a large earthquake.
- Concerns were raised about site conditions surrounding the bridge following a major earthquake. These included concerns about liquefaction zones on each side of the bridge, potential debris from collapsed unreinforced masonry buildings in Old Town and glass buildings on the east end of the bridge. Others worried the other portions of the Burnside lifeline corridor may be unusable if additional preparation and coordination is not completed. Some asked what the plan will be to control bridge access after an earthquake.
- There is skepticism that a new Burnside Bridge is needed at a high cost and that earthquake preparedness is a ruse to scare up funding to repair the bridge.
- Some were disturbed that Portland is vulnerable now, given it will be years before we have an earthquake-resilient crossing in place. They wondered why this is only being starting now, what happens if there is an earthquake before the bridge is ready, and what will be done to prepare in the meantime.
- Some asked about how community members will be able to participate in the study.

Actions Taken to Date: Project materials and frequently asked questions (FAQs) respond directly to some of the questions and issues brought up. The project team has also committed to

be proactive in listening and responding to stakeholder issues and questions throughout all project phases.

Communications and Outreach

Interview participants were asked to weigh in on the best ways to keep constituents and the larger community informed of and engaged in project activities.

Interviewee responses were mixed regarding how best to communicate to constituents and the larger community. Preferred outreach methods include project emails, an up-to-date website and social media, as well as committee meeting presentations and briefings. Advertising on buses and billboards was also suggested.

Interviewees were asked whether the project website should provide information about both the Burnside Bridge Maintenance Project and Earthquake Ready Burnside Bridge. Most said the two projects should be included on a single website page but with clear separation to avoid confusion. A suggestion was made to tie the two projects together by connecting the short-term project (maintenance) with the long-term project (resiliency).

Other website suggestions included offering opportunities for stakeholders to provide input directly on the site and to make it an interactive experience. Others suggested the website share information about personal and community preparedness. Finally, it was suggested the website include videos that tell the project story.

Actions Taken to Date: The Burnside Stakeholder Engagement Plan included the suggested outreach ideas. A website plan has been developed, following the advice to post the Maintenance and Earthquake Ready Projects on the same page and tell the story of how today's maintenance is part of the larger plan to have a reliable Burnside Bridge in place until an upgraded river crossing is ready.

Additional Stakeholders to Involve

Interview participants were asked who else should be involved in the study. The following summarizes additional stakeholders by categories. A detailed list of recommended contacts is included in Appendix C and includes the following.

- Potential Stakeholder Representative Group members
- State and local agency contacts
- Social justice groups (including OPAL, Verde, Union Gospel Mission, Street Roots)
- Transportation groups (including Oregon and SW Washington Families for Safe Streets, Oregon Walks, Better Block PDX)
- Labor leaders (including Metro Alliance for Workforce Equity)
- Hospitals
- Schools (including K-12 and higher education)

Actions Taken to Date: Stakeholder Representative Group membership deliberations considered interviewee suggestions to maximize broad community representation. Other suggested stakeholders will be invited to participate in project outreach efforts, such as project briefings, surveys and open house events.

Getting a safe crossing in place quickly: Concern that the project moves urgently and quickly, considering that a major Cascadia Subduction Zone earthquake could happen at any time. Examples include:

- *“Replace the bridge now.”*
- *“Time is of the essence! The sooner the bridge can be made seismically safe, the better.”*

Reliability and resiliency: Need for the new river crossing to withstand an earthquake and be useable immediately afterward, as well as support day-to-day multimodal function. Examples include:

- *“In addition to making the crossing earthquake-ready, please design to ensure that everyday functionality is able to serve all residents of the city (i.e. include dedicated transit lanes, protected bike lanes, wide sidewalks). These facilities would also allow emergency services to bypass potential gridlock in an earthquake scenario (or even just during rush hour traffic).”*

Enhance multi-modal use: Desire to make improvements to multimodal features on the bridge, such as protected bike lanes, transit-only lanes, or active transportation facilities. Examples include:

- *“Would love to see a better-protected bike lane and wider sidewalks (make things like the 2015 pedestrian fatality less likely). And a dedicated bus lane would be AMAZING, as someone who's spent way too much time on the [TriMet #20 bus] watching what should be a 3-minute trip over the bridge stretch to 15.”*
- *“Non-car traffic! Add protected bike lanes, bus only lanes, wider sidewalks. And please improve the west side connections to and from the bridge. It would also be good to have a ramp down to the east bank esplanade, instead of stairs, which aren't accessible for those using wheelchairs, strollers, bikes, or other mobility devices.”*

Design suggestions: Ideas on specific design features for a new bridge, or something entirely different, like a tunnel, pontoon bridges, or ferry boat service. Examples include:

- *“Have the highest quality, military heavy equipment capable floating pontoon bridges housed in 9 quake proof structures immediately adjacent to the bridge location... more reliable and much cheaper than a half billion rebuild of a new bridge.”*

Question 2: What opportunities do you see with this project?

Three main themes emerged from 135 responses to this question:

Making multi-modal improvements: Desire to make improvements to multimodal features on the bridge. Examples include:

- *“BRT lanes, protected bike lanes, and first-class pedestrian infrastructure would improve the bridge’s usability for citizens who aren’t using personal cars. Given the beautiful views of Portland from the top of the span this could be a draw — not just a drawbridge.”*
- *“Making the bridge work for PEOPLE rather than just cars.”*

Raising general public awareness of the earthquake threat: Interest in making the public aware of the earthquake and emergency preparedness. Examples include:

- *“This should be the start of a large public conversation on the results of a major earthquake in the Pacific Northwest.”*
- *“Learning how bridges react in an earthquake. Learning how to make both sides of PDX more resilient. Using this as an opportunity to deal with the other bridges, and the big fuel tanks near the river, which will burst when the quake hits!”*

Creating jobs: Interest in how the project can help create jobs. Examples include:

- *“Jobs for local area and development potential.”*
- *“Job creation, general earthquake preparedness awareness.”*

Question 3: What questions do you have about this project?

This question received 104 responses, many of which show that people are thinking about the design and financing of a new river crossing and what local government agencies are doing to prepare for an earthquake disaster. Three of the most prominent themes that emerged are:

What option is the best approach to solving the problem? For example:

- *“Does a single bridge structure allow for the emergency response necessary for this type of disaster? Or, does a second crossing need to be created at another point up or down river?”*

How much will it cost, and how is it paid for? For example:

- *“Is there funding yet? Where from?”*
- *“Will you spread the cost across the board? Property taxes are too high already.”*

How quickly can the project be built? For example:

- *“What can we do to help hasten this project and others like it? This should be treated like an emergency.”*

Question 4: Is there anything else you want to tell us?

The 97 responses to this question covered a broad range of sentiments. Many respondents reiterated what they had expressed in their answers to the previous three questions. Others urged fiscal constraint, hoped that the project would avoid getting caught up in bureaucratic red tape, or expressed appreciation that the project was underway. Examples include:

- *“Thanks for making this a priority project. It’s overdue.”*
- *“Please put in dedicated bus lanes and protected bike lanes. Continuing to throw away all our money and space on cars is unsustainable.”*
- *“Please don’t over-design this bridge. Nothing too fancy and stick to the needs, not the wants, for this bridge project.”*
- *“The bridges of Portland are part of the city’s character and though all are in need of seismic repair or replacement, I would hope that any replacement bridge adds to the city’s atmosphere.”*
- *“I am excited that Multnomah County is anticipating our transit needs and soliciting public feedback in a convenient form. We are a city of bridges, and our bridges should be built to reflect who we are.”*

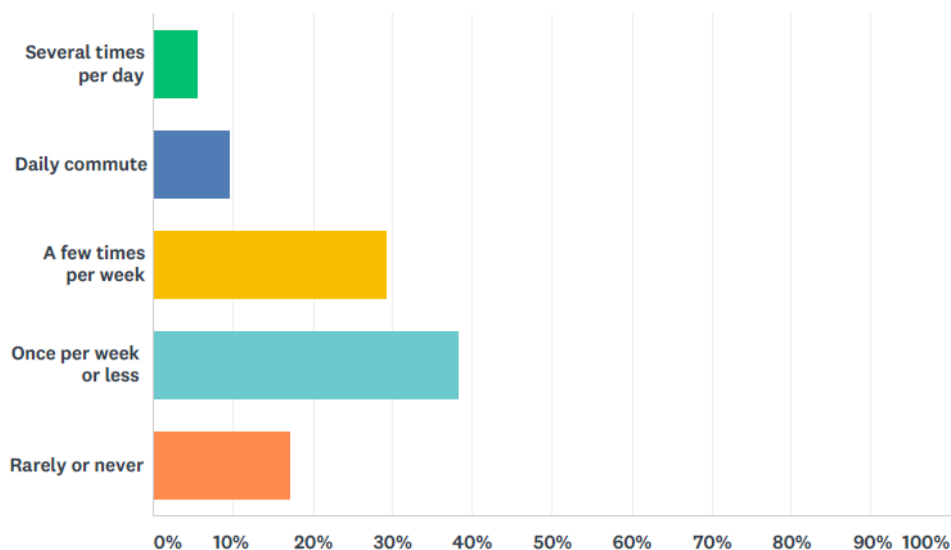
Other Questions

Questions 5–10: Contact information and staying informed

These questions were related to contact information and preferences. About half of respondents indicated that they would like to be added to the email list, and provided their contact information.

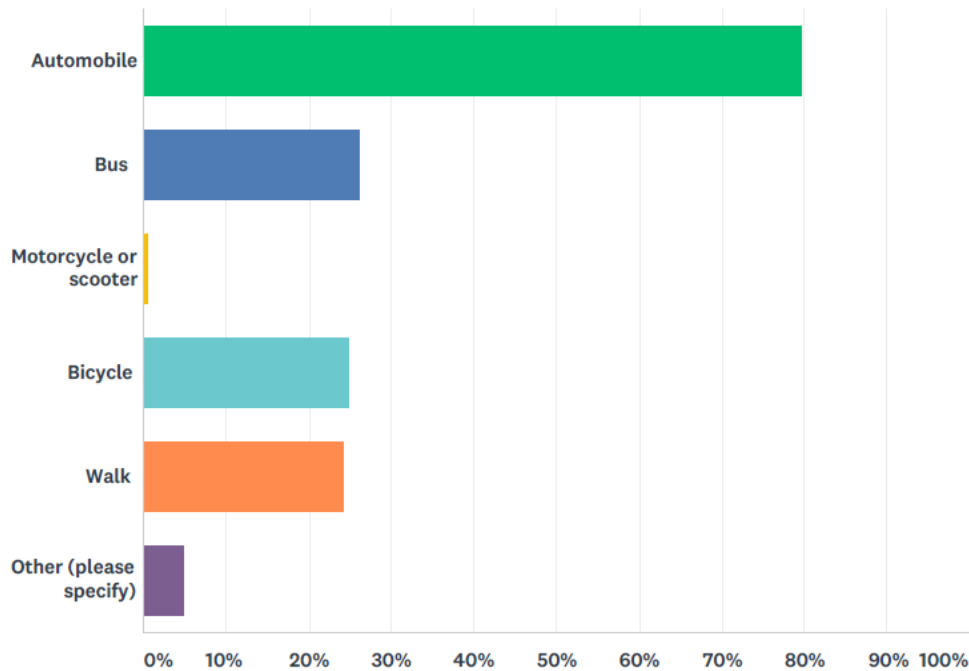
Question 11: How often do you use the Burnside Bridge?

The plurality of respondents indicated that they use the bridge “once per week or less” (38%), and a total of about 45% of respondents use it a few times per week or more frequently.



Question 12: How do you usually cross the bridge? (Check all that apply)

Most respondents (80%) selected “Automobile” as how they usually cross the bridge. About one in four respondents indicated that they use the bus, bicycle, and/or walk. Answers were not mutually exclusive, so some respondents chose more than one option.



Meeting Minutes

Project:	Multnomah County Earthquake Ready Burnside Bridge	
Subject:	Emergency Management Workshop #1	
Date:	Wednesday, June 14, 2017	
Location:	HDR Office – 18 Downing Conference Room 1001 SW 5 th Ave, Suite 1800, Portland, OR 97204	
Dial-in:	866-583-7984 (Code 1385014)	
Attendees:	Megan Neill, Multnomah County Joanna Valencia, Multnomah County Alice Busch, Multnomah County Chris Voss, Multnomah County Laura Bruno, City of Portland (RDPO) Carmen Merlo, City of Portland (PBEM) Drew DeVitis, City of Portland (PBOT) John Wheeler, Washington County Alex Ubiadas, TriMet Jay Wilson, Clackamas County	Mike Harryman, Oregon State Resilience Office Geoff Bowyer, ODOT Region 1 Malu Wilkinson, Metro Allison Pynch, Hart Crowser Heather Catron, HDR Steve Drahota, HDR Cassie Davis, HDR Christina Tomaselli, HDR Stacy Thomas, JLA Jeff Heilman, Parametrix

Meeting Purpose and Overview

- Overview of current transportation assumptions in existing emergency management plans
- Understanding of how these plans work together and plan update/development activities and schedules
- How the Earthquake Ready Burnside Bridge (ERBB) project relates to and can be incorporated into on-going emergency management planning efforts
- Messaging related to magnitude of event and recovery efforts
- Opportunities for further engagement/coordination of project with ongoing emergency management efforts

ERBB Project Overview

- Megan Neill provided an overview of Multnomah County's Earthquake Ready Burnside Bridge project.
- In Multnomah County's 2015 *Willamette River Bridges Capital Improvement Plan*, the Burnside Bridge was identified as the number one priority for a seismic resiliency project. She explained that the County is focusing on the Burnside Bridge because of its location on the Burnside Street regional lifeline route. Additionally, the other County-owned bridges in central Portland (Broadway, Morrison and Hawthorne) have structural issues that make them especially vulnerable to earthquake damage and more difficult to retrofit for seismic resiliency. Finally, the other bridges are prone to failure caused by the collapse of other non-resilient bridges crossing above them.

- The goal of the feasibility study is to recommend alternatives for creating a resilient river crossing. The study is expected to be complete by fall 2018. After that, a National Environmental Policy Act (NEPA) study will evaluate the alternatives, followed by design and construction. Funding is currently being sought for the NEPA phase.
- Heather Catron provided an overview of the current effort for this initial feasibility study phase.

Regional Planning Efforts

- The group viewed an interactive map of the region illustrating Emergency Transportation Routes (ETR) and emergency plans previously provided by various local agencies as well as area hospitals, fire and police stations and Basic Earthquake Emergency Communication Nodes (BEECNs) in Portland. The map also showed where bridges and overpass structures are in the region and along the ETRs.
- Megan Neill noted the County's desire for open communication throughout the region and collective momentum towards investing in the regional lifeline.

Comments/Feedback
<ul style="list-style-type: none"> ○ City of Portland is working on a Unreinforced Masonry Project (URM) that recommends URM buildings within the city of Portland be required to comply with a new, mandatory seismic strengthening program. ○ East side development reduces risk of debris from URM buildings. ○ Liquefaction is a concern.
<ul style="list-style-type: none"> ○ Maintaining fuel transportation along the west/east route is a regional concern for Oregon Department of Energy (ODOE). Transporting fuel by air is complicated and can only be transported in small quantities at a time. ○ Access to hospitals is also a concern.
<ul style="list-style-type: none"> ○ Do tunnels restrict emergency medical responders? ○ There are fire codes for hazardous materials transported in tunnels. ○ If the tunnel alternative proved feasible and selected, Portland would face an identity change—switching from "bridge town" to "tunnel town."
<ul style="list-style-type: none"> ○ Questions on how outcome-based response and planning efforts help change people's mindset. Likes the forward thinking approach of this project. Value of replacing a bridge after an event can't be quantified. Value of investment now is important.
<ul style="list-style-type: none"> ○ Public knowledge of earthquake risks is growing.
<ul style="list-style-type: none"> ○ Liquefaction and geotechnical risk analysis will be included in ERBB cost estimate during this phase of analysis. ○ City of Portland's Regional Disaster Preparedness Organization (RDPO) HAZUS model for nearby counties illustrates debris data including liquefaction, landslide susceptibility, etc.; updated info by summer 2017. Planning regional fuel tabletop exercise of regional protocols beginning December/January. ○ Mayor has a "Build Portland" initiative with potential to invest in infrastructure. How may this initiative coincide with ERBB in the future? ○ Portland Bureau of Emergency Management (PBEM)'s transportation management plan (post event) seeks to get high-frequency bus service up and running again; looking at routes across Broadway and Steel Bridges and current potential re-routes for TriMet.

Comments/Feedback
<p>Need to consider the demand management post-event of high-frequency TriMet routes for those who travel into the Portland Metro area from outside areas. Consider structure weight (all lanes potentially filled with buses). Trains won't cross Steel Bridge (abandoned in place anticipated). Max light rail lines will break (refer to Japan event example) resulting in live wires on the street. 6-10 light rail trains carrying 100-200 people each will be abandoned in place and the associated management effort for this. Designated transit lanes would be available post-event until light rail service is functional. What's left functional on east and west sides will only work on their side of river if able to restart for months.</p>
<ul style="list-style-type: none"> ○ Numerous bridge alternatives are being considered at this phase; retrofit-only option really isn't an option at this point due to pass/fail criteria.
<ul style="list-style-type: none"> ○ Burnside Bridge does not carry major regional electrical/ utilities across it as compared to other fixed span Willamette River bridges
<ul style="list-style-type: none"> ○ TriMet assumes all regional ODOT emergency transportation routes will be in place for use post-earthquake after damage assessment and debris removal. ○ ODOT priority is the emergency transportation routes (ETR) for debris management plans (DMP). ○ First step of the debris management plan is the damage assessment of ETRs. ○ Engineers not aware of all DMPs. ○ How do landslide risks on the west side effect Burnside as an ETR?
<ul style="list-style-type: none"> ○ ODOT I-205 lifeline route is a priority.

Public Outreach

Messaging Related to Magnitude of Event and Recovery Efforts

Comments/Feedback
<ul style="list-style-type: none"> ○ This and other resilience projects are long term. Need to emphasize to public that these resilience projects are not short term and take long term commitment. ○ House-hold level of preparedness expectations and level and duration of disruption to daily life (potentially no water or power for a year); once you accept, you can start to prepare. Some public response is that it is an expert's problem to worry about when in fact everyone has a role in getting prepared ○ Project should take into consideration the need for movement of large/heavy vehicles.
<ul style="list-style-type: none"> ○ Can't have public policy standpoint be 1000 years out ○ 1970's PSA "the day before" example. Public wants a target. Consider it'll happen tomorrow ○ Public is more informed and is asking more technical questions. ○ How to integrate this into the larger resilience conversation. ○ The group showed interest in ERBB public information materials and opportunities to share information.

How Earthquake Ready Burnside Bridge Relates to Other Plans

- Late June there will be a public outreach and social media launch and survey (along with public release of the animation and videos). If emergency management staff would like to film a sound bite for these, please let Megan know.

- Showed draft ERBB emergency response video (not yet released)
- Showed ERBB animation (not yet released)

Comments/Feedback
<ul style="list-style-type: none">○ City released public opinion survey (Merlo and Neill will discuss offline)
<ul style="list-style-type: none">○ Discussed messaging and regional connectedness of other earthquake planning efforts; not seeing that yet but there is interest in better coordination○ How does this project align conversation towards cohesive planning around ETRs and transportation?○ The economic drivers need to be included in outreach efforts - city vitality, business community, chamber of commerce, etc.○ EM agencies appreciate items or coordination of presentations at outreach events. Simple handouts are great, even better if additional outreach attendance is available.○ Ongoing efforts: Transportation Recovery Plan, regional framework (not a plan), not seeing the economic drivers (not just EM), city's vitality and development community could find a reason to believe in this effort.○ Share materials and possible attendance for public outreach
<ul style="list-style-type: none">○ September is National Preparedness Month (NPM)○ October is Earthquake Preparedness Month
<ul style="list-style-type: none">○ Messaging needs to be multi-jurisdictional○ How can we better work together, share together and collaborate work efforts?○ Group would like to meet again in future.

Links:

- [RDPO](#)
- [Regional Recovery Planning](#) (upcoming project)
- [Earthquake Impact Analysis with DOGAMI](#)
- [Earthquake Economic Impact Analysis](#)
- [Regional Fuel Management Tabletop Exercise](#) (upcoming project)
- [Fuel planning](#)
- [OSSPAC](#)

Online Briefing and Survey Summary

Spring 2018

Introduction

Multnomah County launched an online briefing this spring to provide the public with an update on the initial screening results and the Earthquake Ready Burnside Bridge project's next steps. The online briefing included a survey to gather input on what else Multnomah County should consider as options are evaluated further. The online briefing received almost 1,800 views between March 12, 2018 and April 27, 2018.



Multnomah County is working
to create an earthquake-safe
Willamette River crossing.



Scroll down for more.



Notification

The online briefing was promoted in several ways, including:

- **Media release** – A media release was distributed to local media sources and agency public information officers.
- **Stakeholder email** – An email was sent to almost 400 project stakeholders to inform them of the online briefing.
- **Social media** – Multnomah County promoted the briefing on their Facebook and Twitter accounts throughout the time it was available.

- *“Support for non-motorized transportation is key, especially right after the event when people who cannot get their cars out need to cross back to the east side (and vice versa).”*

Timeliness. Comments showed support for having the project move quickly, considering that a major Cascadia Subduction Zone earthquake could happen at any time.

Examples include:

- *“Project timeline. How soon can we have a bridge ready to withstand an earthquake? How long will the construction impact existing traffic needs?”*
- *“Efficiency. Which plan can best be completed in the shortest amount of time.”*

Support for replacement options. Participants expressed support for a full bridge replacement rather than the retrofit options.

Examples include:

- *“Rebuild everything, I don't trust any retrofitting. I don't care how long it takes and if we're temporarily forced to deal with the traffic inconvenience. Lives are on the line now, and our future descendants will be grateful.”*
- *“Please strongly consider doing a complete replacement. Although it costs more in the short term, in the long term, modern engineering will provide a longer lasting, and safer bridge.”*

Coordinated emergency response. Several ideas were submitted for adding components to the bridge to assist in disaster notification and response.

Examples include:

- *“Ensure there is adequate pre-positioned debris-clearing equipment on both sides of the bridge kept in a semi-readiness state. A special team of downtown-working NET (neighborhood emergency team) volunteers (especially those with heavy machine experience) should be trained/certified to use this equipment. Ensure public sirens (air-raid style) are installed, hooked up to ShakeAlert.”*
- *“Is there a way to connect other important aspects of disaster recovery to the bridge? Will it be a hub for communication, supplies, or simply a pass through that we can count on?”*

Cost effectiveness. Participants made several comments on the importance of being fiscally responsible.

Examples include:

- *“Which of the two remaining options will be most cost effective?”*
- *“Focus on seismic resiliency (most important) and financial stewardship.”*

Additional options to consider. Participants suggested evaluating ferry service or a floating bridge as other earthquake-resilient crossing options.

Examples include:

- *“Have floating pedestrian/bicycle temporary bridges ready to deploy in several locations across the river. Or ferry service if concerned about floating bridge blocking boat traffic.”*
- *“Float an emergency crossing ‘bridge’ type thing in the river so earthquake won’t effect it?”*

Approaches and footings. Comments were made regarding the seismic resiliency of bridge approaches and footings.

Examples include:

- *“Approaches. This bridge must have approaches that will withstand the earthquake, not just the bridge itself.”*
- *“If at all possible, you need to replace the bridge AND ensure the footings are seismically stable to withstand a 9.0 earthquake.”*

Historic significance. Several comments touched on the hope for maintaining original design elements and archival style.

Examples include:

- *“The current railings and ‘towers’ on the bridge are a great reminder of a bygone time when buildings & bridges were made to be beautiful as well as functional. I hope they will be salvaged/ reused if a new bridge is built.”*
- *“I hope the project decision makers consider the historical significance of the existing bridge as they’re choosing a preferred alternative.”*

Transparency. Some comments touched on the need for the process to be open to the public. Examples include:

- *“Transparency is key.”*

Question 2: Is there anything else you would like the project team to know?

There were 35 responses to this question. Many of the responses echoed the previous themes included with the responses to Question 1.

Key themes included:

Safety:

- *Quote: Safety and long-term survivability must absolutely be prioritized over short-term cost savings. Countless lives will be impacted by this choice.*

Timeliness:

- *Quote: For those of us that live on one side of the river and work on the other, this bridge improvement can't happen fast enough.*

Coordinated emergency response:

- *Quote: The plan for the bridge should be coupled with a detailed action plan for seismic stability and reduction of debris potential along the rest of the Burnside route.*

Kudos:

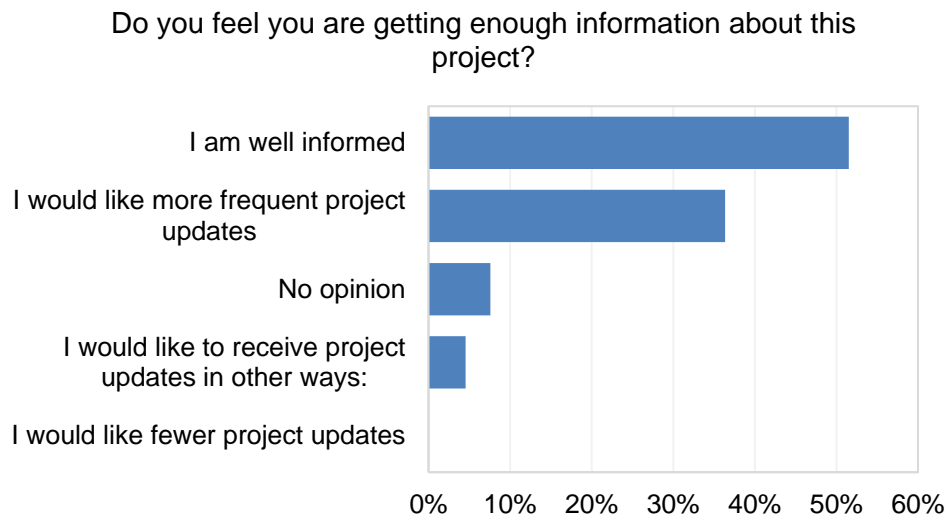
- *Quote: You're doing a great job at advancing this project. Keep up the good work!*

Communication Preference Questions

The survey asked three questions to better understand how to inform community members of about project activities and progress.

Question 3: Do you feel you are getting enough information about this project?

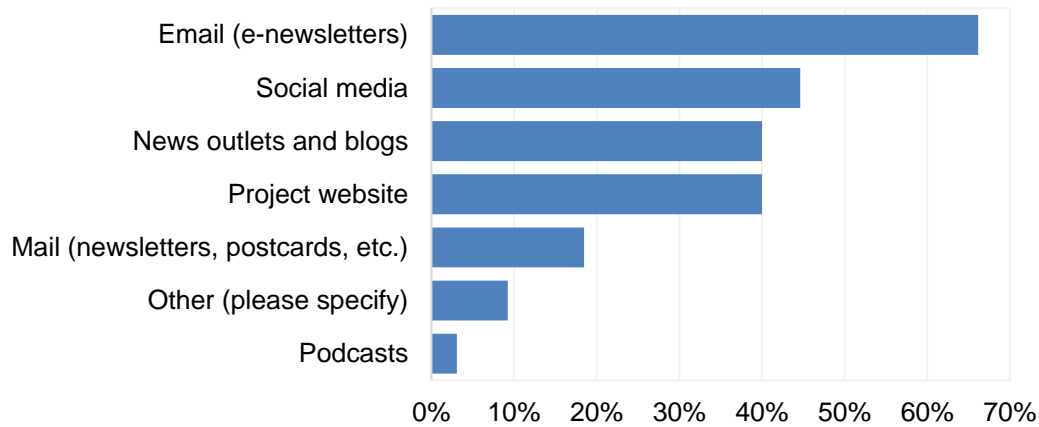
The majority of respondents indicate being well informed.



Question 4: What are your preferred ways to receive information?

The majority of respondents indicate email as the best form of communication, followed by social media, and the project website and news outlets/blogs.

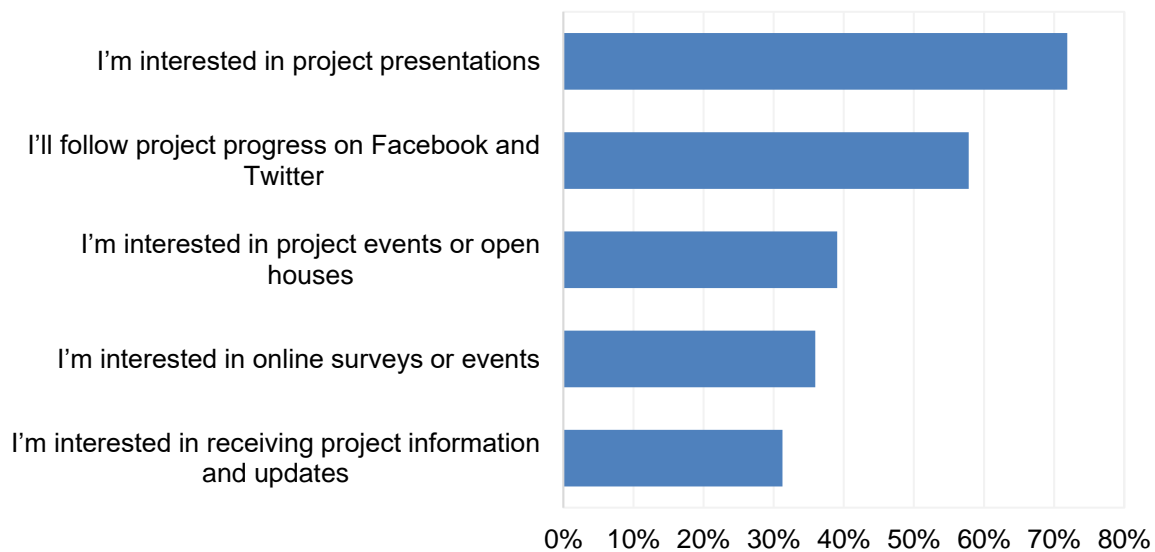
What are your preferred ways to receive information? (Check all that apply.)



Question 5: How would you like to stay involved with this project?

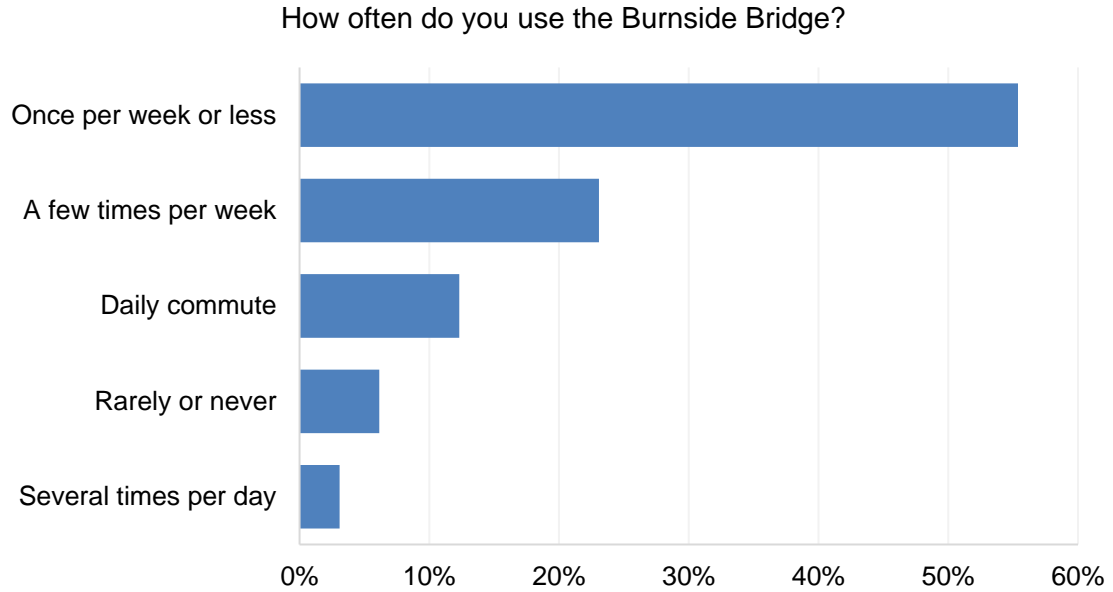
The top two ways respondents would like to stay involved with the project is through project presentations and social media.

How would you like to stay involved with this Project?



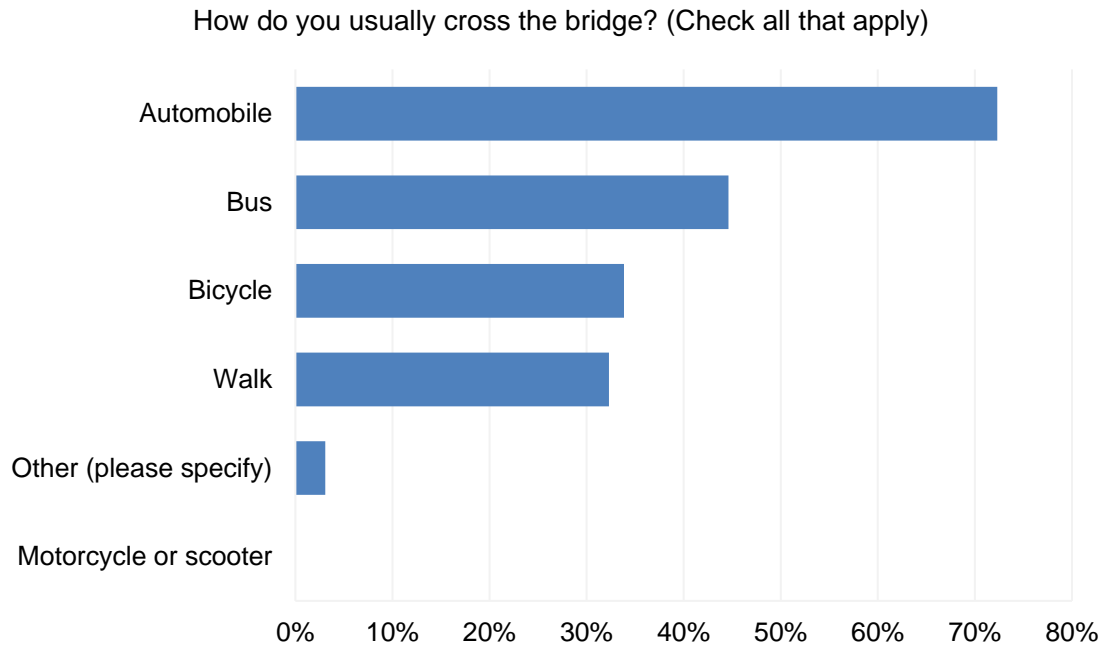
Question 6: How often do you use the Burnside Bridge?

The majority of respondents use the bridge “once per week or less,” or “a few times per week.”



Question 7: How do you usually cross the bridge?

The majority of respondents cross the bridge by car or bus.





Demographic Information

The survey asked participants a series of demographic questions. These questions were optional.

- **Age:** Respondents ranged in age from 16 to 84 years of age, with an average age of 48 years old.
- **Gender:** Fifty percent of respondents were male, forty-four percent were female, and five percent responded as “other.”
- **Primary language spoken at home:** All respondents primarily speak English at home.
- **Ethnicity:** Eighty-nine percent (89%) of respondents identified as Caucasian, four percent (4%) responded as Hispanic, and two percent (2%) as Asian or Pacific Islander. Respondents could choose more than one answer.



Stakeholder Briefings Summary

Project briefings have provided an effective way to keep key stakeholders informed of the Earthquake Ready Burnside Bridge Project and offer opportunities to gather input. Project team members proactively engaged key stakeholders by reaching out and offering project briefings and presentations to community and government organizations, elected officials and educational institutions. By visiting the venues of existing organizations, the project team expanded the depth of its stakeholder outreach. Project information materials including fact sheets and the website offered interested groups opportunities to request a project briefing. The project team collected feedback from these events and shared it regularly among the team to inform the study.

Through these efforts, the project team met with 31 community groups, government agencies and elected officials, and educational organizations, including:

Community Groups

- Kerns Neighborhood Association
- Buckman Community Association
- Multnomah County Bike and Pedestrian Committee
- Night Strike
- VOZ
- Mercy Corps
- Burnside Skatepark
- Multnomah County Disability Services Advisory Council
- Portland Historic Landmarks Commission
- Central City Concern
- Portland Business Alliance
- Portland Rescue Mission
- Old Town China Town Community Association

- U.S. Coast Guard
- Port of Portland
- Oregon Senator Jeff Merkley's Office
- Regional Disaster Preparedness Organization Steering Committee
- Portland Bureau of Transportation
- Oregon Representative Barbara Smith Warner
- City of Gresham
- Multnomah County Board of Commissioners
- Metro Joint Policy Advisory Committee on Transportation
- Metro Transportation Policy Alternatives Committee
- Multnomah County Health Department
- Bureau of Development Services
- East Multnomah County Transportation Committee

Government Agencies and Elected Officials

- Federal Highway Administration
- Oregon Department of Transportation
- U.S. Army Corps of Engineers

Educational and Professional Organizations

- University of Portland
- Professional Engineers of Oregon



What We Heard

In meeting with people and organizations that reflected broad interests and viewpoints, the project team gathered a wide range of input. Feedback received reflected the following topics and themes:

- **Bicyclists and pedestrians** – Consider facilities that improve safety and visibility for bicyclists and pedestrians and improve transportation connectivity. Consider coordination and alignment with City of Portland Comprehensive Plan and Vision Zero.
- **Commuters** – Interest in ways to support all modes productively. Provide seamless connection to street network.
- **Freight** – Burnside is an important route for some freight. Consider freight access needs.
- **Transit** – Consider ways to improve transit over the bridge.
- **Seniors and people with disabilities** – Consider how the bridge can be designed to accommodate seniors and people with disabilities.
- **Historic/landmarks** – Consider options that minimize impacts to historic landmarks.
- **Neighborhoods, residents and property owners** – Support getting a resilient crossing in place sooner than later. Interest in ways to support neighborhood resiliency. Minimize impacts to properties.
- **Social services** – Many social service providers are located near the Burnside Bridge. It is important to maintain access to these services for vulnerable populations.
- **Minority communities and workers' rights** – Interest in ways to improve contracting opportunities for minority communities.
- **Parks and recreation** – Minimize impacts to parks and opportunities for recreations near, around and underneath the bridge including the Burnside Skatepark.
- **Businesses** – Interest in building capacity to improve access to businesses in the Central City.
- **Ports** – Keep in mind that the river provides an important route for Port access.
- **Emergency preparedness** – Support for a resilient Burnside crossing and interest in opportunities to coordinate on local and regional emergency preparedness efforts.
- **Health** – Consider designs that improve access, safety and equity. Consider how project may influence affordable housing.
- **Land use and development** – Consider how the project may impact or interconnect with future urban land use and development in Central Eastside and Downtown.



Meeting Summary Notes

Project: Earthquake Ready Burnside Bridge

Subject: Social Services Workshop

Date: Tuesday, July 31, 2018

Time: 11:30 AM - 1:00 PM

Location: Mercy Corps (Gallery Room) – 43 SW Naito Parkway, Portland, OR

Project Team Present	
Megan Neill	Multnomah County
Mike Pullen	Multnomah County
Emily Miletich	Multnomah County
Jessica Vega Pederson	Multnomah County Commissioner
Chris Fick	Multnomah County
Heather Catron	HDR
Cassie Davis	HDR
Alex Cousins	EnvirolIssues
Mari Valencia	EnvirolIssues

Stakeholders Present	Organization
Don King	Home Forward
Gary Cobb	Central City Concern
Lesley Snider	Bridgetown Night Strike/Because People Matter
Peggy Vanek	LifeWorks Northwest
Tesia Eisenberg	Mercy Corps
Kristi Bugge	Salvation Army Female Emergency Shelter
Will Harris	JOIN
Peter Kelley	Union Gospel Mission
Emily Rochon	Portland Police Bureau
Timothy Desper	Portland Rescue Mission
Bill Meadowcroft	Portland Rescue Mission
Liv Jenssen	Multnomah County Dept. of Community Justice

Welcome and Introductions

Commissioner Jessica Vega Pederson welcomed everyone present and opened the meeting. She thanked the social service agency representatives for their participation in this important process and expressed how impactful the Earthquake Ready Burnside Bridge project will be for the region. She explained that none of the existing Willamette River bridges between the Sellwood and Sauvie Island bridges have been built to fully withstand the Cascadia Subduction Zone (CSZ) earthquake but the Burnside Bridge, when updated, will act as a critical path to get from one side of the river to the other, and across the region, when the next CSZ earthquake strikes.

Commissioner Vega Pederson noted that the Burnside project is transitioning from the feasibility study phase to the environmental study phase. Hearing from a broad range of community members, especially from participants in the room and the constituents they serve, is critical to the project. Two public open houses are scheduled for September 13th and 25th to receive community feedback that will help guide the scope of the environmental analysis. The project team is recruiting community members to join a Community Task Force and she invited participants at this meeting to reach out to Mike Pullen with Multnomah County if interested in serving.

Project Overview

Megan Neil, Multnomah County project manager for the Earthquake Ready Burnside Bridge, provided an overview of the Feasibility Study phase via a Power Point presentation. As part of this, Emily Miletich, Multnomah County project manager for the Burnside Bridge Maintenance Project, gave a quick overview of current and upcoming construction maintenance on the bridge. In addition, Heather Catron, project manager for the HDR consultant team, provided an update about the upcoming environmental analysis phase for the next three years. Please see the attached PowerPoint presentation for more details.

Questions participants asked during the presentation (responses in bullets):

Has there been a conversation about using water taxis as a crossing alternative?

- Water taxis have been considered as an option but were not recommended to be advanced. Other agencies and partners such as Portland Spirit are looking at water taxis as a possibility for local river transport, however. A CSZ would likely cause much river debris which would be hazardous for people attempting to use the river immediately after the earthquake.

Did the resiliency criteria include a soils analysis?

- Liquefiable soils have been identified and all four alternatives are designed to withstand liquefaction. The soils are more prone to liquefaction on the east side of the Willamette River more than the west. Project engineers are preparing for liquefaction mitigation.

Discussion Session

Alex Cousins, EnviroIssues, facilitated the group discussion. Responses to discussion questions are paraphrased below as bullets.

How do you and your clients use and interact with the bridge?

- The Portland Rescue Mission depends on the bridge to provide their services to their constituents. Roughly 20,000 meals a month are provided to community members and many use this bridge.
- Other participants also stated that the Burnside Bridge is the main downtown crossing utilized to provide their services and is a lifeline for community members to cross the river and access crucial services.
- The area under the bridges can be dark and scary. Under the Burnside is also a home to many homeless people. Participants recommended the project team respect the space as a home to vulnerable community members and also consider positively activating the area under the bridge. Alex asked for suggestions on how to do so and received the following responses:
 - Skate park
 - Miniature golf course
 - Shopping or tourist attractions similar to what Seattle has done with areas under and adjacent to the Alaska Way Viaduct at their waterfront harbor
 - Additional lighting – natural and artificial
 - “Saturday Market”
 - Showers and restrooms
 - Kitchens
 - Place making at each end of the bridge

How can a revitalized Burnside Bridge improve the facilities and services you offer?

- If the bridge improvements include upgraded bike lanes, wider sidewalks and ADA accessibility this would improve safety and mobility for pedestrians and cyclists. This includes staff members who depend on the Burnside Bridge to reach the social service agencies where they work.
- Participants recommended the project team include bridge improvements that would make traveling more pleasant and safer for people in wheel chairs or using crutches and

even people who don't walk at fast speeds. All these things matter. There are many issues regarding pedestrian safety at the west end of the bridge today.

What is the best way to keep you and community members informed?

- Meetings with service providers and the project team like today's meeting (all agreed to this)
- Email and mail (Alex noted everyone present has been added to the project mailing list).
- Workshops with service providers and their constituents.

Are there other things Multnomah County should be considering for the environmental review?

- Feedback and participation from vulnerable populations throughout the project is important.
- Participants suggested community members from vulnerable populations serve on the Community Task Force. A way to do this is for each service provider to recommend a participant with capacity to take this responsibility on. Another suggestion could be to recruit service provider staff who have experienced homelessness or other challenges experienced by vulnerable populations.

Questions participants asked during the discussion (responses in bullets):

Did the project team consider seismic impacts from new development, especially protecting the lifeline corridor in the face of all these new buildings being built along it?

- Older buildings with unreinforced masonry are the biggest threat more so than new construction. The City of Portland is coming up with a plan to reinforce older masonry buildings. It will be important for all agencies to identify the region's critical infrastructure. This project can be a catalyst to prioritize investments to ensure future lifelines.

Is there an intention to acquire any buildings?

- The properties located east of the bridge will experience the most impacts from the project and the County does not expect to purchase buildings right now. Since several buildings are constructed right up to the bridge, working with property owners to minimize impacts will be important for this project.

With the shift of poverty in the region and more vulnerable populations being pushed away from the City center, do you think that in ten years Old Town will be the way it is now? Will social services move to the east side of town?

- A participant noted that they have had to expand their services to the east side of town but people living in East Portland continue to access their services downtown.
- The bridge improvements will take on an approach that is human centered to ensure minimal disruptions to existing services and service provider operations. Staging will help support this approach.

How long will bridge construction take for each option?

- That level of detail is not known right now but determining full bridge closure is on the horizon. There are cost/benefits to a full closure and traffic modeling has begun to analyze impacts. At the end of day, it will be a community decision on whether to close the bridge entirely while construction is happening. Future conversations with the community will ensure a decision is made based on the public's appetite for full closure. Maintaining temporary access with a movable bridge will be expensive. (One participant noted that bike/ped detours can be extensive and that a temporary movable bik/ped bridge might be worth considering).

Is the project timeline realistic?

- Yes, but there is a wealth of knowledge on this team and though the timeline seems aggressive, it is very achievable.

Can public transportation be prioritized during construction?

- Further conversation is needed on this but prioritization would include bus among the modes of transportation.

Have you looked at other bridge models in places with natural disaster threats and how they approved improvements to spaces under the bridge?

- Not yet but an urban design consultant has been brought onto the project team to help guide discussion on the use of space. This consultant will provide "outside of the box" thinking on best ways to activate space.

Upcoming Outreach Activities and Next Steps

Mike Pullen, Multnomah County public affairs, referred everyone to a postcard on their table. He encouraged participants to attend the upcoming open houses on September 13th and 25th. He restated that feedback received is critical to inform the scope of the environmental review phase. He also stated that if folks are unable to attend in person, they have the option to visit the project online open house at www.burnsidebridge.org and provide feedback.

Mike explained that a Community Task Force (CTF) will be formed to provide input on the alternatives evaluation during the three-year environmental review. The CTF will be an advisory group that will provide guidance and recommendations at key decision points during the environmental review of the Earthquake Ready Burnside Bridge project. The project team is seeking a diverse group of volunteers (age, gender, race, income level) to serve on the CTF. Hearing from a diverse range of stakeholders that will reflect community values is important to Multnomah County. Applications to serve on the task force are being received online or by mail through August 17, 2018.

Closing Remarks

Megan Neill closed the meeting by thanking everyone for their time and participation. She hopes the presentation helped participants understand what the County is doing on the Earthquake Ready Burnside Bridge project and expressed a desire for this to be the start of future partnerships and relationships on this project.



The Burnside Bridge needs to be earthquake-safe

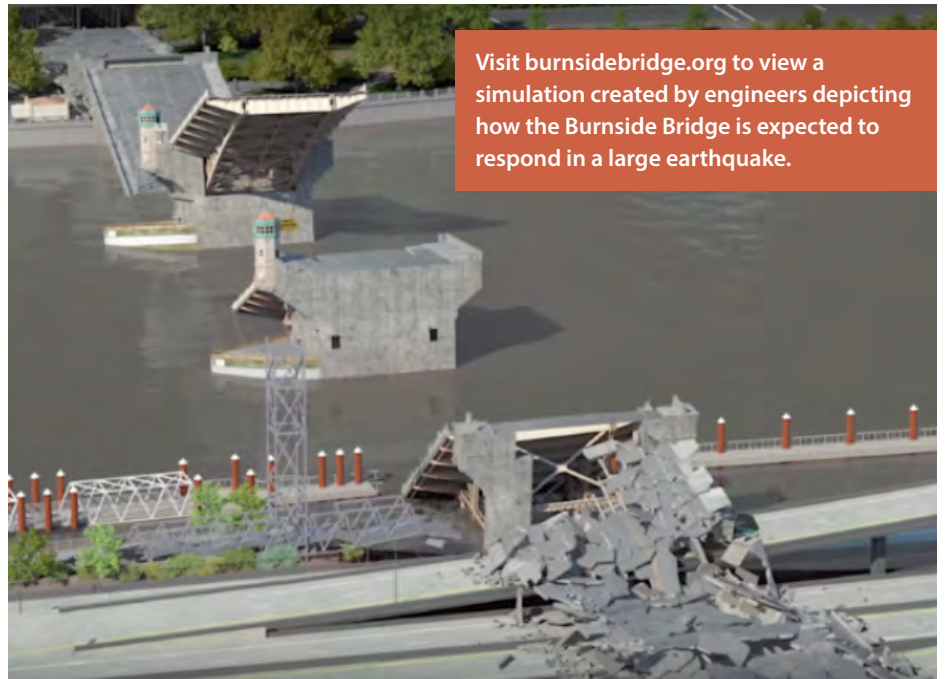
We depend on the Burnside Bridge as the main emergency route across the Willamette River. Connecting Washington County to Gresham, Metro designated Burnside Street and the bridge as an emergency lifeline route in 1996.

The Burnside Bridge has the least risk of an overpass collapsing on or falling beneath it during an earthquake. In the event of a major disaster, we all will rely on this east-west connection to aid emergency vehicles and disaster recovery efforts, including reuniting our families and spurring the regional economic recovery.

There is a problem with this scenario, however – the Burnside Bridge itself. Constructed almost a century ago before earthquake-resilient design was well understood, the Burnside Bridge will not survive a large earthquake. This makes the bridge the weak link in the regional lifeline route. The Northwest experiences large earthquakes at regular intervals and experts say we are overdue for a big one. If an earthquake strikes there will be no way to cross the river in downtown Portland. An earthquake-safe Burnside Bridge is our region's best option for a seismically resilient Willamette River crossing.

AN EARTHQUAKE-SAFE RIVER CROSSING

This is why Multnomah County is taking the lead on making the Burnside Bridge earthquake ready. The draft Feasibility Study has extensively screened over 100 bridge replacement and rehabilitation options. Four options remain as the most promising to study in the upcoming environmental review.



Visit burnsidebridge.org to view a simulation created by engineers depicting how the Burnside Bridge is expected to respond in a large earthquake.

MAINTAINING THE BURNSIDE BRIDGE TODAY



Multnomah County is conducting maintenance through 2019 to keep the Burnside Bridge operating and safe until a long term seismic solution is identified. This maintenance includes surface, structural, mechanical and electrical work that will occasionally affect bridge and river traffic. More information can be found at burnsidebridge.org.

How are the options being narrowed?

Over 100 Willamette River crossing options were considered in an extensive screening process.

A short list consisting of Enhanced Seismic Retrofit and full Bridge Replacement options is recommended for additional study. We want to hear your feedback on:

- Project purpose and need
- Scope of the environmental study
- Screening process results
- Draft Feasibility Study

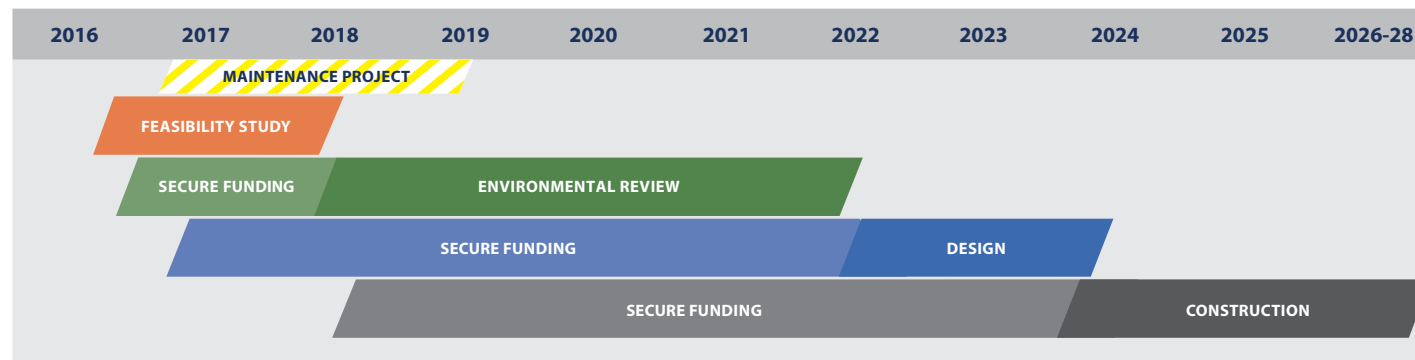
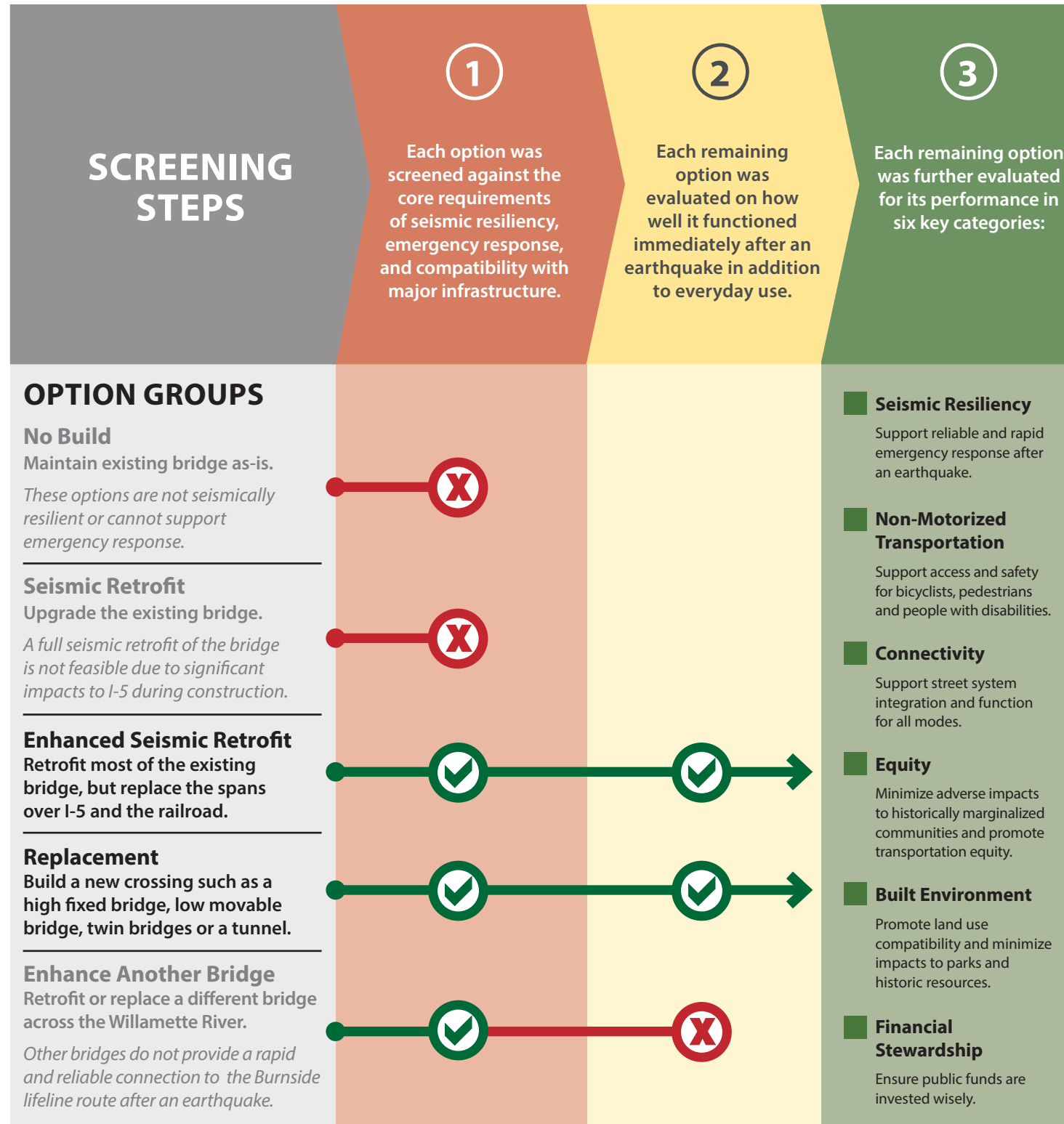
Provide your thoughts to help shape the next phase of the Earthquake Ready Burnside Bridge project.

KEY:

- Not recommended. Did not pass evaluation screening.
- Recommended for further study. Passed evaluation screening.

PROJECT TIMELINE

The project is moving from the Feasibility Study phase to the Environmental Review phase which will include preparing an Environmental Impact Statement (EIS). Your input at this time is vital in helping determine which options, topics and types of impacts will be studied in the EIS. Later in this phase we will ask for input on selecting a preferred option to advance into Design and then into Construction.



4 REMAINING OPTIONS

Four options have risen to the top through the screening process. We will be asking for your feedback before choosing the final range of options for further study in the environmental phase.

ENHANCED SEISMIC RETROFIT

An upgrade of the existing bridge to meet current seismic standards. To reduce the construction impacts on the I-5 corridor and railroad, part of the bridge will be replaced.

REPLACEMENT: Fixed Bridge

A new fixed bridge with a maximum clearance of 97 feet, at about the same location as the current bridge. It doesn't open, but is tall enough to allow ships to pass without halting traffic. The west landing touches down about 3 blocks further west than the current bridge, near NW 5th Avenue.

REPLACEMENT: Movable Bridge

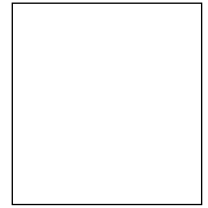
A new movable bridge at about the same height and location as the current bridge.

REPLACEMENT: Movable Bridge – NE Couch Connection

A new movable bridge at about the same height as the current bridge. The east landing splits to connect to NE Couch Street. Westbound traffic uses NE Couch Street. Eastbound traffic uses E Burnside Street.



Multnomah County
 Communications Office - M539
 501 SE Hawthorne Blvd., 6th Floor
 Portland, OR 97214



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

Share your thoughts

Online survey Aug. 31 - Sept. 30.

BurnsideBridge.org

For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us.

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.



BETTER – SAFER – CONNECTED

Portland's aging downtown bridges are not expected to withstand a major earthquake.

Located in the heart of Portland, the Burnside Bridge is a regionally established emergency route across the Willamette River. Multnomah County is taking the lead on making the Burnside Bridge earthquake ready.



Make your voice heard!

During the September public comment period, you can attend one of two open houses and visit an online open house. Your feedback is needed on the work that has taken place to date. Share your thoughts about the importance of a resilient Burnside Bridge.



Open Houses

WEST

Thur. Sept. 13, 5-7 p.m.

Mercy Corps
 43 SW Naito Parkway

EAST

Tue. Sept. 25, 5-7 p.m.

Fair-haired Dumbbell
 11 NE Martin Luther King Jr. Blvd.



Online Open House

Can't join us in person? **Go to BurnsideBridge.org from Aug. 31 to Sept. 30.**



Sign up for updates

Sign up for email updates at BurnsideBridge.org.

Your participation and input are important to this process.

BurnsideBridge.org

@MultCoBridges, #ReadyBurnside



Earthquake Ready Burnside Bridge
Better. Safer. Connected.



Media Coverage

Burnside Bridge Seismic Options Discussed

Daily Journal of Commerce, 4/27/18

<http://djcoregon.com/news/2018/04/27/seismic-options-for-burnside-bridge-narrowing/>

Multnomah County is Getting Closer to Preparing the Burnside Bridge for an Earthquake
Portland Mercury, 4/17/18

<https://www.portlandmercury.com/blogtown/2018/04/17/19820413/multnomah-county-is-getting-closer-to-preparing-the-burnside-bridge-for-an-earthquake?cb=5d05953d96af2b033c6728a722d88cc9>

County Explores Earthquake Reinforcement Options for Burnside Bridge

KATU, 4/16/18

<https://katu.com/news/local/county-explores-earthquake-reinforcement-options-for-burnside-bridge>

New Earthquake Proof Bridge Design?

KXL News, 9/21/17

<https://www.kxl.com/new-earthquake-proof-bridge-deisgn/>

County's Burnside Project Hopes to Keep Old Bridge Standing After the Big One

Portland Tribune, 7/14/17

<http://portlandtribune.com/pt/9-news/366252-247753-countys-burnside-project-hopes-to-keep-old-bridge-standing-after-the-big-one>

Simulation Show Major Earthquake Destroying Burnside Bridge

KATU, 7/14/17

<https://katu.com/news/local/simulation-shows-major-earthquake-destroying-burnside-bridge>

Simulation Shows Burnside Bridge Crumble in Earthquake

KOIN, 7/14/17

<https://www.koin.com/news/simulation-shows-burnside-bridge-crumble-in-earthquake/870123658>

Planning Underway to Ensure Burnside Bridge Survives Major Earthquake

KATU, 4/18/17

<http://katu.com/news/local/planning-underway-to-ensure-burnside-bridge-survives-major-earthquake>

In the Zone: Cascadia, Your Government and You (opinion)

Oregonian, 3/5/17

http://www.oregonlive.com/opinion/index.ssf/2017/03/in_the_zone_cascadia_your_gove.html



Earthquake Ready Burnside Bridge

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Patchwork: Fixing the Burnside Bridge's crumbling underbelly

Portland Business Tribune, 1/12/17

<http://pamplinmedia.com/but/239-news/383858-272390-patchwork-fixing-the-burnside-bridges-crumbling-underbelly>

Multnomah County Takes First Step in Burnside Bridge Retrofit or Replacement

OregonLive, 11/5/15

http://www.oregonlive.com/multnomahcounty/2015/11/multnomah_county_takes_first_s.html

Multnomah County's 20-year Bridge Plan Emphasizes Earthquake Endurance

OregonLive, 2/16/15

http://www.oregonlive.com/portland/index.ssf/2015/02/multnomah_countys_20-year_brid.html