



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

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March 31, 2020

# Senior Agency Staff Group Meeting #11

## Meeting information

**Project:** Earthquake Ready Burnside Bridge

**Subject:** Senior Agency Staff Group, Meeting #11

**Date:** Tuesday, March 31, 2020

**Time:** 3:00 to 5:00 p.m.

**Location:** WebEx Video Conference Call

**Attendees: SASG Members:**  
Patrick Sweeney, PBOT  
Malu Wilkinson, Metro  
Steve Witter, TriMet  
Sam Hunaidi, ODOT  
Mike Morrow, FHWA  
Brett Horner, Portland Parks Bureau  
Lucy Williams, Rep. Smith Warner's Office  
Katie Morrison, Sen. Kathleen Taylor's Office

**Project Team Members:**  
Ian Cannon, MultCo  
Megan Neill, MultCo  
Mike Pullen, MultCo  
Heather Catron, HDR  
Steve Drahota, HDR  
Cassie Davis, HDR  
Liz Stoppelmann, HDR  
Jeff Heilman, Parametrix  
Bridger Wineman, EnviroIssues  
Joey Posada, EnviroIssues

**Apologies: SASG Members:**  
Mark Lear, PBOT  
Brian Monberg, City of Gresham  
Jean Senechal Biggs, City of Beaverton  
Chris Deffebach, Washington County  
Mike Bezner, Clackamas County  
Dan Bower, Portland Streetcar  
Greg Theisen, Port of Portland

**Project Team Members:**  
Liz Smith Currie, MultCo  
Chris Fick, MultCo



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## Summary Notes

### WELCOME AND INTRODUCTIONS

Heather Catron, HDR, welcomed the group and thanked them for joining the meeting. She discussed instructions for the WebEx software for the virtual conference and provided a meeting overview.

### PROJECT UPDATE

Heather provided a high-level overview of the last Policy Group meeting. The Policy Group and Board approved the range of alternatives, traffic management options, cross sections and evaluation criteria for further study. The project is still on schedule to have the Environmental Impact Statement published in early 2021. (PowerPoint slides 3-4).

Ian Cannon, Multnomah County, briefly described the project's potential funding sources. The current funding sources are the County Vehicle Registration Fee, the Regional Metro Get Moving 2020 bond measure and Federal and State funding (Slide 5).

Megan Neill, Multnomah County, provided an update on the Urban Design Working Group. The working group provided input on the Community Task Force (CTF) framework and expressed interest in the County decision-making process for the bridge type selection phase. This working group is interested in meeting during the summer after the Preferred Alternative (PA) is chosen.

Mike Pullen, Multnomah County, described the ongoing engagement with local social service providers, which includes Portland Rescue Mission and Central City Concern. Meetings for these stakeholders have been well attended with high interest in the project. The team hosted a Social Services Workshop with representation from various social service organizations. At an earlier meeting, this community saw value in having a temporary detour bridge to support ongoing business functions. At the most recent meeting they expressed concerns about the temporary detour bridge increasing the project timeline. There was initial interest in a shuttle bus that could help their clients obtain services, though more recently the group supports provision of TriMet bus passes instead.

Mike included an update about the EJ/Equity Advisory Panel that was an effort to convene different Community Based Organizations (CBOs). The planned meeting was not well attended. Engagement with this group will continue, though the team recognizes groups are challenged to participate because of capacity and competing priorities. Heather asked the SASG to share ideas of standing an advisory group on this topic.

- Malu Wilkinson, Metro, cited the engagement of CBOs to help connect with different communities for the transportation investment work.
- Mike P. said connecting with underserved communities is focused on involving them in the project.



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- Steve Witter, TriMet, shared that there is no specific EJ/Equity group at TriMet, though he worked with advocacy groups within communities, like APANO, and TriMet has paid them to connect. He suggested contacting Mandy Putney at ODOT since she has experience with an EJ/equity related advisory board for the Columbia River Crossing Project.

### TECHNICAL UPDATES

The project team has continued to brief stakeholders and community groups. Details are found in the briefings handout in the meeting packet

### TECHNICAL UPDATES

Steve Drahota, HDR, provided an update on key technical activities and findings since the last SASG meeting. He reminded the group about the project alternatives and shared the two options for the in-kind replacement alternative, clarifying that the long-span option has many benefits compared to the conventional option due to benefits and cost (slides 7 through 11).

Steve also described traffic analysis findings for a full bridge closure, which included delays of 2-4 minutes for drivers, about 5 minutes for buses, 5-12 minutes for people on bikes, and 10-18 minutes for people walking (slides 14 and 15) if a temporary bridge is not put in place during construction. The bike and pedestrian numbers include the condition when the Eastbank Esplanade is closed. Additionally, there is a traffic analysis refinement occurring due to the potential street modification at Broadway and Weidler, near the Broadway Bridge. The adjusted delays are expected to be small and should be available in mid-May. There was no difference in safety between using a temporary bridge or having a full bridge closure.

- Malu asked if there is anything new that would shift the preference from a full bridge closure.
  - Steve responded no, though this update will be discussed with the CTF so they can weigh the decision of having a detour bridge or not.

### CTF UPDATE

Heather provided an update on the criteria work the CTF has been doing and what is left for them to get to a recommendation on the Preferred Alternative (PA). The CTF met twice earlier this year to participate in criteria weighting activities. They will meet next on April 27 to discuss the findings from the technical reports. Agency members have been invited to an agency workshop in April to provide input on the rating definitions. The project team will report the results of the alternatives evaluation at a meeting with the Portland Technical Advisory Committee (TAC) in May, prior to the CTF. Heather offered this briefing to other SASG members. Also, the Public Involvement team is working on a strategy for media coverage and outreach around the PA. The team would like to offer briefings to Policy Group members during the spring and summer as they get input from the CTF on the evaluation results and recommended PA.



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Steve shared the process and results of the weightings exercise and highlights of the CTF's discussions. The CTF members were asked to weight the evaluation criteria through a paired comparison activity and a second activity to assign weights to short- and long-term measures. A chart (slide 18) illustrates the outcomes of the two-part activity. Listing the highest rated criteria categories from left to right.

### JOINT-AGENCY CRITERIA AND MEASURES RATINGS WORKSHOP

Jeff Heilman, Parametrix, reviewed the intent of the upcoming workshop with agency partners. This workshop will be an opportunity for agencies and CTF members to provide input on the ratings definitions. The two-day workshop will be on April 21 and 22. People can attend the sessions they are interested in, similar to the previous criteria and measures workshop.

### ENVIRONMENTAL TECHNICAL REPORTS

Jeff mentioned that all draft technical reports are posted except the Health Impact Assessment report. There are no fatal flaws described in the early findings for the range of alternatives (listed on slides 21 through 25), though there are preferences from a regulatory standpoint. Jeff reminded the SASG that technical report reviews are due on April 6 for Batch 3 and April 17 for Batch 4 (slide 27), except the Health Impact Assessment report. The reports will be revised this summer to address refinements in design and construction assumptions, comments received, and added coordination on the potential mitigation measures.

- Brett Horner, Portland Parks and Recreation (PP&R), reported that Parks is very supportive of the long-span design option and the full closure and do not favor proceeding with the temporary detour bridge or the Couch Connection alternative. Parks expressed concerns about the design shown for the new ramps and stairs on the east side of the river since it will wipe out a significant section of riverbank, which is important for trees and riparian habitat. He expressed interest in a smaller footprint elevator similar to the 2001 Esplanade plans since the frame for the elevator tower is already in place. He is pleased to see the stairs/ramps on the west side west of NW 1st Ave instead of in the park.
- Brett also expressed interest in seeing the 4(f) process illustrated in the timeline charts and graphics. He asked when the 4(f) comments from PP&R are due to the design team and what the public input process looks like since they are expecting many comments. He recommended the team consider the west side and east side trail connections, recreational value and use beyond the commuting/utilitarian trip perspective (i.e. trails for fitness and leisure).

### UPCOMING MEETINGS AND NEXT STEPS

Heather shared upcoming meetings through the fall (slide 28). She clarified that the CTF will recommend the Preferred Alternative in May/June, including whether to use a temporary detour bridge or not. Heather also mentioned that Round 2 public outreach is scheduled for the summer/fall.



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Heather asked the SASG members if they had anything to add since there was not much discussion during the meeting.

- Patrick Sweeney, PBOT, thanked the team for a good meeting. He added that coordinating across the City bureaus has been difficult and he is grateful for flexibility on this project.
- Mike Morrow, FHWA, reported that the team is hitting the mark on federal requirements. He mentioned that there are a few boxes that need to get checked, including cost estimate, and that coordination is needed.
- Malu reflected that Multnomah County is doing a great job on coordinating with Metro. She mentioned that Metro Council is getting moving on the T2020 bond measure and that the plan is for Council to refer it to the November ballot in August.
- Steve Witter said the technical updates for the alternatives were encouraging to see. He is excited to see the options take form and is happy to explore next steps for the transit passes for the social services organizations when the time is right.
- Lucy Williams, Rep. Smith Warner's Office, said this is her first time at this meeting and pointed out that this project has been a long-time coming. She is grateful to see how the framework is moving forward and that the impacts to vulnerable populations are being discussed and prioritized.
- Megan thanked everyone for participating and acknowledged that this project process is nearing the end of several years of work as the Preferred Alternative will be recommended soon—an exciting next step in project.

## ADJOURN

Heather thanked the group for their participation and adjourned the meeting.