

CONSULTING PARTIES ADVISORY GROUP MEETING

Meeting Date: Friday, July 12, 2024

Time: 8:00 AM to 10:00 AM

Location: Virtual – MS Teams

Attendees: *(mark x for attendance in field to the left next to the name)*

<input checked="" type="checkbox"/>	Chris Bailey, Confederated Tribes of the Grand Ronde Community	<input checked="" type="checkbox"/>	Bob Hadlow, Oregon Dept. of Transportation
	Briece Edwards, Confederated Tribes of the Grand Ronde Community	<input checked="" type="checkbox"/>	Roy Watters, Oregon Dept. of Transportation
	David Harrelson, Confederated Tribes of the Grand Ronde Community	<input checked="" type="checkbox"/>	Tom McConnell, Oregon Dept. of Transportation
	Peter Hatch, Confederated Tribes of Siletz Indians	<input checked="" type="checkbox"/>	Sarah Jalving, State Historic Preservation Office
	Buddy Lane, Confederated Tribes of Siletz Indians		Kurt Roedel, State Historic Preservation Office
	Ashley Morton, Confederated Tribes of the Umatilla Indian Reservation	<input checked="" type="checkbox"/>	Tim Heron, Portland Permitting & Development, Historic Landmark Commission
	Robert Brunoe, Confederated Tribes of the Warm Springs Reservation	<input checked="" type="checkbox"/>	Hillary Adam, Portland Permitting & Development
	Mars Galloway, Confederated Tribes of the Warm Springs Reservation		Brandon Spencer-Hartle, Portland Permitting & Development
	Austin Smith Jr., Confederated Tribes of the Warm Springs Reservation		Laurie Jordon, Columbia River Inter-Tribal Fish Commission
	Casey Barney, Confederated Tribes and Bands of the Yakama Nation	<input checked="" type="checkbox"/>	Steve Dotterer, Architectural Heritage Center
	Gregg Kiona, Confederated Tribes and Bands of the Yakama Nation		James Heuer, Architectural Heritage Center
	Jessica Lally, Confederated Tribes and Bands of the Yakama Nation	<input checked="" type="checkbox"/>	Heather Flint Chatto, Architectural Heritage Center
	Noah Oliver, Confederated Tribes and Bands of the Yakama Nation		Nathan Holth, HistoricBridges.org
<input checked="" type="checkbox"/>	James Gordon, Cowlitz Indian Tribe		Lynn Fuchigami, Japanese American Museum of Oregon
	David Clarke, Federal Highway Administration		John Czarnecki, New Traditional Architecture
<input checked="" type="checkbox"/>	Misty Thorsgard, Federal Highway Administration		Kim Moreland, Oregon Black Pioneers
<input checked="" type="checkbox"/>	Thomas Parker, Federal Highway Administration		Kerry Tymchuck, Oregon Historical Society
	Shaneka Odom, Federal Highway Administration		Nicole Possert, Restore Oregon
	Mandy Ranslow, Advisory Council on Historic Preservation		Representative, Willamette Light Brigade
	Astrid Liverman, National Park Service	<input checked="" type="checkbox"/>	Ed Wortman, Author and Historian
<input checked="" type="checkbox"/>	Doug Wilson, National Park Service	<input checked="" type="checkbox"/>	Sharon Wood Wortman, Author and Historian
<input checked="" type="checkbox"/>	Christopher Johnson, National Park Service	<input checked="" type="checkbox"/>	Stella Funk Butler, Gresham Coalition of Neighborhoods
	Elaine Jackson-Retondo, National Park Service	<input checked="" type="checkbox"/>	Tracy Farwell, Better Energy, LLC

x	Megan Neill, MC		Steve Drahota, Design Team
x	Jill Wolf, MC	x	Christina Tomaselli, Design Team
	Sarah Hurwitz, MC	x	Brian Bauman, Design Team
	Gigi Cooper, OR	x	Jen Hughes, Design Team
x	James Hencke, OR	x	Adam Alsobrook, Design Team
	Suzanne Carey, OR		David Ellis, Design Team
x	Brandy Steffen, Design Team (Facilitator)		Cassie Davis, Design Team

MEETING AGENDA

Agenda Topic	Presenter	Duration
Welcome and Roll Call	Bob and Roy	5 min
Review from Meeting #2	Brandy	10 min
Focus for Meeting #3	Brandy	2 min
• Interpretive Displays	Bob and Adam	30 min
• Salvage and Reuse	Megan	25 min
• 3-D Scanning	Jill	5 min
Current Project Status Next Steps	Brandy	10 min

Welcome and Roll Call

- Roy Watters (Oregon Department of Transportation) led the roll call and Brandy Steffen (Design Team) provided an overview of the agenda items.

Review of Meeting #2

- At the last meeting, this Advisory Group (AG) endorsed the AG Charter, reviewed examples and options for interpretive displays, salvage and reuse, and 3-D scanning, and discussed timing of the National Historic Landmark (NHL) District and west side design discussions.

Focus of Meeting #3

- Brandy Steffen (Design Team) walked through this meeting's agenda topics including:
 - Discuss potential themes and best practices for the interpretive displays
 - Discuss feasibility for salvage of components of the bridge
 - Discuss information updates on 3-D Scanning
 - Provide a project update
- Megan Neill (Multnomah County) provided a workplan and schedule update for this AG.

Interpretive Displays

- Bob Hadlow (Oregon Department of Transportation) reminded the AG of the Programmatic Agreement Guidelines mentioned in the last meeting.
- Adam Alsobrook (Design Team, Willamette Cultural Resources Associates) provided an overview of the four potential themes:
 - 1) Before the Burnside Bridge
 - 2) History of the Burnside Bridge
 - 3) Social Importance of the Burnside Bridge
 - 4) Geology and Seismic
- Display examples of design, accessibility and durability were presented.

Questions

- What themes do you feel are the most important?
- Which topics within each theme do you feel are the most important?

Discussion

- Thomas Parker (FHWA) noted he worked on that Hanapēpē River Bridge and was glad to see it here as an example.
- Doug Wilson (National Park Service) liked the use of Historic American Engineering Record (HAER) images.
- Sarah Jalving (State Historic Preservation Office) was wondering if the team investigated themes that have already been done in the area? Maybe at the next meeting it would be a great tool to use to focus on what we are putting out in the world. These are all wonderful and makes sense for Section 106, keep Theme #4 geology and seismic, but the topic is farther removed from NEPA Section 106. If there are a lot of signs out there already, Theme #4 could be a good addition. Looking forward to moving forward with this.
- Tom McConnell (Oregon Department of Transportation) agreed with Sarah Jalving regarding Theme #4 and thought Themes #1, #2, and #3 are of equal importance.
- Steve Dotterrer (Architectural Heritage Center) – additional topic which might be under #2 or #3. The second/current Bridge was designed to be at the street level with an urban feel which bleeds into the impact of bridge in the NHL District. Does not need a separate section on its own.
- Hillary Adam (Portland Permitting & Development) – Theme #3. The use of the bridge as a public space (for protest and gathering) is a unique aspect of the Burnside Bridge, likely because of its central location and open design.
- Sharon Wortman (Author and Historian) – I did not hear anything of the history of the automobile which cannot be omitted with increase of population with design of bridge with many lanes.
 - Bob Hadlow (Oregon Department of Transportation) – agree, Burnside was the first bridge built to help with vehicles and is grade separated. Burnside is at the crossroads in the heart of the city.
- Heather Flint Chatto (Architectural Heritage Center) – the engineering image was great and compelling to understand the operation of bridges. Perhaps architecture and engineering are their own category and can connect to historic elements of the time.

- Sharon Wortman (Author and Historian) – love the themes and the comments make sense. The construction of the bridge and how the bridge was built is equally important.
- Steve Dotterer (Architectural Heritage Center) – do we need to eliminate one of these themes?
 - Megan Neill (Multnomah County) – the Programmatic Agreement notes six panels, but the County is willing to do more and sees potential for eight. We also are reaching out to the City to determine whether displays can be placed on properties underneath the bridge. We are trying to narrow down these themes and asking the AG for direction to explore with vendors after revisiting this topic in our September meeting.
- Doug Wilson (National Park Service) – I think the relationship of the bridge to the Skidmore NHL District is important under Theme #1, also the Indigenous connections to the place in the past and present.
- Bob Hadlow (Oregon Department of Transportation) – the bridge was part of the City Beautiful movement.
- Heather Flint Chatto (Architectural Heritage Center) - I love the connection to the City Beautiful movement mentioned and strongly agree. I would also like to encourage connection to increasing access as it relates to social issues and development history of Portland. I did not see anything about river health and wildlife if that is something else that might be connected either on the bridge or waterfront.
- Steve Dotterer (Architectural Heritage Center) – business of bridge in its centrality. Ankeny Street used to be the dividing line until after this bridge was finished. Not sure how much it is the core of the bridge’s story. Agree with Sharon Wortman that the way the bridge was built is important and not sure we need the geology theme beyond the reason it was replaced.
- Thomas Parker (FHWA) - Steve Dotterer made a good point on seismic. I think that ties into the architecture and engineering element as a subcomponent and not necessarily a standalone theme from my perspective.
- Roy Watters (Oregon Department of Transportation) – Tribes feedback was that this area was a place of importance before non-Indigenous people came to this area.
- Heather Flint Chatto (Architectural Heritage Center) – consider talking about the soils which could be a potential opportunity to discuss the environmental topics sectional not just the whole river. How to see the Waterfront Park on one side and making a connection to our natural environment and connection to Tribes/environmental issues. I would love to see the word “architecture” somewhere in the themes and an opportunity to make a connection with all of the Willamette River bridges (different shapes and functions of bridges).
- Tracy Farwell (Better Energy LLC) - It would be interesting if tribal history experts could acknowledge the precontact awareness of the 1700 Cascadia disaster.

Salvage and Reuse

- Megan Neill (Multnomah County) reminded the AG of the Programmatic Agreement Guidelines mentioned in the last meeting, discussed the level of effort and risk involved with this effort and provided a recap of what was heard from the contractor.
- Bridge elements include:
 - 1) Operator tower
 - 2) Metal bridge railing
 - 3) Concrete bridge railing
 - 4) Steel structural components
 - 5) Historic name plate
 - 6) Mechanical components
 - 7) Douglas fir piling
- Megan Neill (Multnomah County) heard contractor direction that the operator tower (#1) could be removed in pieces, but some portions might be difficult to remove. Railings (#2 and #3) should be easier to salvage however concrete railings (#3) are more prone to cracking. She is curious how many balusters should be saved and if steel should be saved what are some reuse options. Rivets (#4) are salvageable and should be easy to save. Mechanical components (#6) like the trunnion towers are large and the contractor felt these would be difficult to save. The pinion rack gear moves the bridge up and down and an important piece of the truss is large and hard to save/move elsewhere. Is there interest in saving this? The pinion gear is smaller and easier to save. Name plates (#5) would be easy to save. The contractor said Douglas Fir piling (#7) would not be possible to extract under the foundations and could snap, trees under the starling might be possible but difficult. Megan Neill shared the components in a table (Presentation, slide 48).
- Sarah Jalving (SHPO) - Concerning the operator tower, have you spoken with preservation construction companies? Most modern construction companies will say that it is too difficult. Preservation is not their focus, priority, or specialty.
 - Megan Neill (Multnomah County) – can look into this and share findings at next meeting.
- Heather Flint Chatto (Architectural Heritage Center) - on the Bridge towers, the scroll brackets under the tower were not mentioned as a component to consider salvaging for reuse and should be part of the list.
- Sarah Jalving (State Historic Preservation Office) – is not the pile covered in creosote?
 - **ACTION** Megan Neill (Multnomah County) to look into this.
- Hillary Adam (Portland Permitting & Development) – I remember a long time ago when the Hawthorne Bridge was repaired, a lot of rivets were available to the public, making it a fun piece of Portland history to have. We could do the same here, with rivets or maybe even small pieces of the underwater wood pilings if we are open to not saving them as whole pieces.
- Megan Neill (Multnomah County) noted there are additional updates to grants for arts which do require cost matching, and some require partnering with non-profit organizations. Jill Wolf (Multnomah County) will be meeting with the Regional Arts & Culture Council (RACC) next week who may be interested in fundraising.

Questions

- What is your top priority to salvage?

Discussion

- Tracy Farwell (Better Energy LLC) – nice spreadsheet analysis. I would go with anything green.
- Thomas Parker (Federal Highway Administration) – for salvaging, how are you going to use it in interpretation? End use and end destination that can have NEPA ramifications.
- Sharon Wortman (Author and Historian) – want the public to understand the 1926 bridge was such a monster and cannot understand if you do not see it move. Bill Naito took a piece of concrete and installed it into a piece of art. I could see people see that there were two of the concrete and what that meant.
- Stella Funke Butler (Gresham Coalition of Neighborhoods) – Can the towers be reduplicated somewhere in the park area?
 - Megan Neill (Multnomah County) – that would be the best case scenario, but some elements would likely need to be reconstructed and conversations would be needed with Parks about using that property.
- Heather Flint Chatto (Architectural Heritage Center) – Think about salvaging the tower for reuse as an interpretive kiosk on the waterfront and possible partnership with PDX Main Streets Kiosk Design Initiative as a mini bridge and interpretive feature or museum (<https://www.pdxmainstreets.org/kioskdesign>). Opportunity for urban placemaking. Eyes on the street, potential safety element.
- Hillary Adam (Portland Permitting & Development) – recycling the concrete for raw material in the new bridge?
 - Megan Neill (Multnomah County) - recycling will be part of the project, not sure if we discussed recycling the old concrete but will be going through the Envision process. Can reshare with the AG as these are discussed.
- Tracy Farwell (Better Energy LLC) – I am interpreting “level of effort” as a project cost driver.
 - Megan Neill (Multnomah County) – if something is a top priority, we would be willing to pay with an understanding of the item.
- Megan Neill (Multnomah County) – would love to hear about the steel structure interest?
 - Brandy Steffen (Design Team) – hearing a strong preference for the towers.
 - Steve Dotterrer (Architectural Heritage Center) – Wortman mentioned size and structure mechanics understanding, wondering if these can be turned into sound art piece. Save the experience of being next to it which would be a reach.
 - Stella Funke Butler (Gresham Coalition of Neighborhoods) – I like the idea of salvaging the steel to artists.
 - Heather Flint Chatto (Architectural Heritage Center) - There were great illustrations of the steel structure and gears - if there is an art component this could be a very powerful permanent art installation as well.
 - Sharon Wortman (Author and Historian) – a third grader heard the bridge open (that is the same as 32 dinosaurs weigh). Somehow through art capture what the 1926 bridge did.
 - Sarah Jalving (State Historic Preservation Office) – Video documentation (with sounds!) of the bridge opening would make an impactful interpretation opportunity.
 - Brandy Steffen (Design Team) mentioned zoo keys.
 - Bob Hadlow (Oregon Department of Transportation) – would need to check to see how we are capturing. The HAER drawing is one thing, maybe a sound capture.

3-D Scanning

- Jill Wolf (Multnomah County) provided an update on the 3-D scanning efforts. There are multiple vendors. We will start inviting them to tour the bridge and describe their services.

Current Project Status

- There are several public outreach opportunities including a survey to choose east approach bridge option of the tied arch or cable stay.
- Summer Outreach Events: Multnomah County is asking for community feedback on the future look of the new Burnside Bridge. Join us at upcoming summer events and share your input in the project's online survey. <https://www.multco.us/earthquake-ready-burnside-bridge/summer-outreach-events> Help us plan the first earthquake ready bridge in downtown Portland. Your feedback will help the County decide how to move forward with the refinements to the Long Span Alternative. <https://burnsidebridge.participate.online> The last link takes you right to the survey.
- OMSI panel discussion last night and Breakfast on the Bridge event occurred this morning.
- Tracy Farwell (Better Energy LLC) - I plan to send in the numbers for an earlier ready bridge than current planning.
- Thomas Parker (Federal Highway Administration) – Have you considered Photogrammetry as part of the 3-D scanning? I have seen some cool uses of Light Detection and Ranging (Lidar) and photogrammetry from drones used to create 3-D picture-based models on bridges.
 - Jill Wolf (Multnomah County) – yes, we plan to use lidar and drones.

Next Steps

- Send any thoughts via email to EQRB-Consulting-Parties@multco.us
- <https://www.multco.us/earthquake-ready-burnside-bridge/consulting-parties-advisory-group-meeting-materials>

General Comments

- Ed Wortman (Author and Historian) – for steel, from an engineering standpoint nothing structural steel that is very unusual unless someone wanted to use for an art project. The themes preference to keep #4. Why was it built this way and having an explanation of how important the geology was to determining the shape of the bridge and showing the profile of the riverbed and the types of foundations; this could be of great interest to folks in the future.
- David Clarke (Federal Highway Administration) – I am here now if there are any questions for me, but I hope all consultation is going well!
- Steve Dotterer (Architectural Heritage Center) – understand any differences between the existing and the new bridge bascule span. How will people understand how the new bridge operates?
 - Megan Neill (Multnomah County) – can talk to this group when we have more details.
- Tracy Farwell (Better Energy LLC) – MS Teams is not letting me talk. My comment is about the probability numbers suggesting the Cascadia big rip is sooner than currently expected. Relying on 50-year probabilities is not the best option. Written analysis will be better than VTC verbalizing.
- Bob Hadlow (Oregon Department of Transportation) – will the new bascule span be a Strauss (existing Burnside Bridge) or a Chicago-style (Morrison Bridge)?

- Megan Neill (Multnomah County) – style where the counterweight moves with the bridge and existing stays where it is.
- Bob Hadlow (Oregon Department of Transportation) – the new bridge sounds like Chicago-style.
- Tracy Farwell (Better Energy LLC) - <https://chicagoloopbridges.com/Ctype.html>
- David Clarke (Federal Highway Administration) – what are the next steps for project delivery and Section 106 mitigation?
 - Megan Neill (Multnomah County) – recapped the slide with the workplan schedule for each mitigation topic. Planning (what does this group want to see), procurement (obtaining documentation), implementation (construction, installation).
 - David Clarke (Federal Highway Administration) – great, happy to see this in the commitment, be cognizant of the success of planning but folks may not be here at the end. There is a huge time gap between salvage and reuse.
 - Roy Watters (Oregon Department of Transportation) – thanks for the reminder. Bob and I may be retired before the bridge is completed. There are a number of archaeological monitoring commitments deferred to later in the project.
 - Tim Heron (Portland Permitting & Development, Historic Landmarks Commission) – great work.
 - Doug Wilson (National Park Service) and Heather Flint Chatto (Architectural Heritage Center) thanked the group.
 - Chris Bailey (Confederated Tribes of the Grand Ronde Community) – thanks, I will be in touch with Roy.