EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County is creating an earthquake ready downtown river crossing.

BETTER – SAFER – CONNECTED July 15, 2019

Community Task Force – Agenda Meeting #8

Project:	Earthquake Ready Burnside Bridge
Subject:	Community Task Force Meeting #8
Date:	Monday, July 15, 2019
Time:	Meeting 5:30 p.m. to 8:30 p.m. *(Refreshments from 5:00 p.m.)*
Location:	Mercy Corps - 45 SW Ankeny Street, Portland. Aceh Room

TASK FORCE MEMBERS

Art Graves, Multnomah County Bike and Pedestrian Citizen Advisory Committee
Cameron Hunt, Portland Spirit
Dan Lenzen, Old Town Community Association
Ed Wortman, Community Member
Frederick Cooper, Laurelhurst Neighborhood Emergency Team
Gabe Rahe, Burnside Skate Park
Howie Bierbaum, Portland Saturday Market
Jackie Tate, Community Member
Paul Leitman, Oregon Walks
Kathy Pape, Central City Concern
Robert McDonald, American Medical Response
Marie Dodds, AAA of Oregon
Matt Hoffman, Disability Rights Oregon
Kiley Wilson, Portland Business Alliance
Neil Jensen, Gresham Area Chamber of Commerce
Sharon Wood Wortman, Community Member
Stella Funk Butler, Coalition of Gresham Neighborhood Associations
Susan Lindsay, Buckman Community Association
Tesia Eisenberg, Mercy Corps
Timothy Desper, Portland Rescue Mission
William Burgel, Portland Freight Advisory Committee

PROJECT TEAM MEMBERS

Megan Neill, Multnomah County
Ian Cannon, Multnomah County
Mike Pullen, Multnomah County
Heather Catron, HDR
Cassie Davis, HDR
Steve Drahota, HDR
Jeff Heilman, Parametrix
Alice Sherring, EnviroIssues
Aascot Bohlander, EnviroIssues

Purpose:

1. Provide an update on the Policy Group meeting
2. Share new information from the engineering studies and the potential construction impacts in the ongoing refinement of alternatives
3. Identify any new refinements to the draft evaluation criteria
4. Provide a detailed overview of the September outreach including the diversity, equity and inclusion outreach efforts.

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BETTER – SAFER – CONNECTED July 15, 2019

Agenda:

Time	Session	Lead
5:30 p.m.	Introduction and Housekeeping • Roundtable Introductions	Alice Sherring
5:35 p.m.	Public Comment *Meeting observers are welcome to provide comment at this meeting. Time limits will be determined by number of people desiring to make comment.*	Alice Sherring
5:45 p.m.	Welcome and Project Update • Project update and activities since we last met o Senior Agency Staff Group o Policy Group o Stakeholder Briefings • Working group updates	Heather Catron
6:00 p.m.	Engineering Update and Refinement of Alternatives • Overview of refinements to the alternatives • Construction impacts • CTF Discussion: o *What else comes to mind that we need to consider?*	Steve Drahota Alice Sherring
7:00 p.m.	Draft Evaluation Criteria • Design considerations and draft evaluation criteria. • Criteria that differentiate between alternatives in the EIS • Identification of potential gaps in the draft criteria • CTF Discussion: o *What new information from the engineering update needs to be considered in the draft criteria?* o *Are there any additional edits to the draft criteria?*	Jeff Heilman Alice Sherring
8:00 p.m.	September Outreach • Overview of proposed outreach approach in September o Diverse, equitable and inclusive outreach o Online outreach o Community tabling and briefings • CTF Discussion: o *How can we support you to share information with your groups?*	Cassie Davis Alice Sherring
8:25 p.m.	Next Steps • Closing remarks	Alice Sherring Megan Neill

The purpose of the CTF is to serve as an advisory body to Multnomah County by:

- *Considering the potential environmental impacts of the alternatives*
- *Providing informed insights and opinions on the impacts being evaluated*
- *Discussing technical recommendations, suggesting measures to avoid, minimize or mitigate potential impacts*
- *Representing the interests, needs and opinions of community, business organizations and groups*
- *Considering input and information from other community members, stakeholders and interested parties.*

CTF members approached by interest groups other than their own constituencies are encouraged to share these conversations at CTF meetings. For information contact Mike Pullen, County Communications Office at mike.j.pullen@multco.us

Multnomah County

EARTHQUAKE READY BURNSIDE BRIDGE

Community Task Force Meeting #8

Department of Community Services
Transportation Division

July 15, 2019

Agenda

1. Welcome & Introductions
2. Public Comment
3. Project Update
4. Engineering Update:
   - Refinement of Alternatives
   - Construction Impacts
5. Draft Evaluation Criteria
6. September Outreach Planning
7. Next Steps

Public Comment

Project Update

Since we last met…

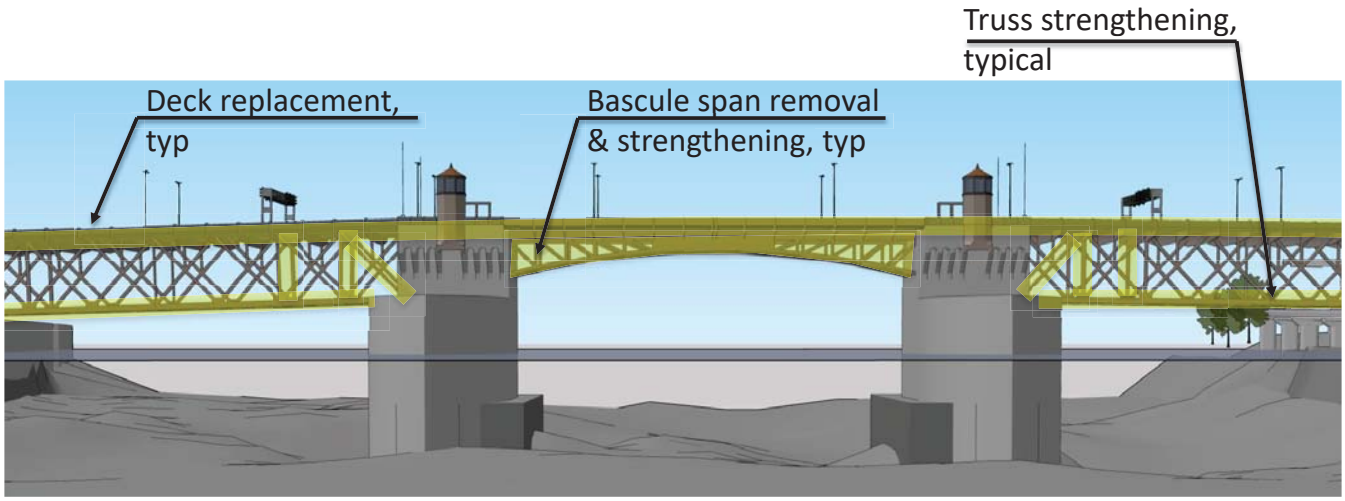
- **Policy Group Meeting**
- **Working/Focus Groups**
- **Stakeholder Briefings**

Engineering Update

Enhanced Seismic Retrofit – Preliminary Findings

Criteria Topics:

- ✓ **Seismic Resiliency**
- ✓ **Visual / Aesthetics**
- ✓ **Natural Resources & Sustainability**
- ✓ **Fiscal Responsibility**



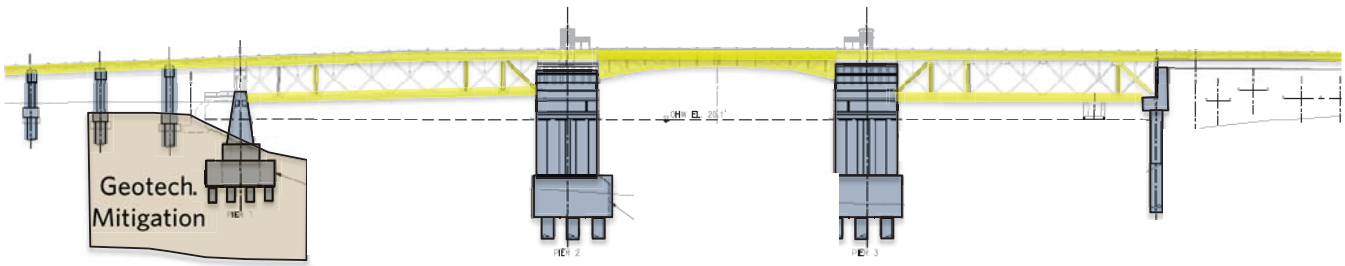
= Repairs due to **structural** deficiencies

Engineering Update

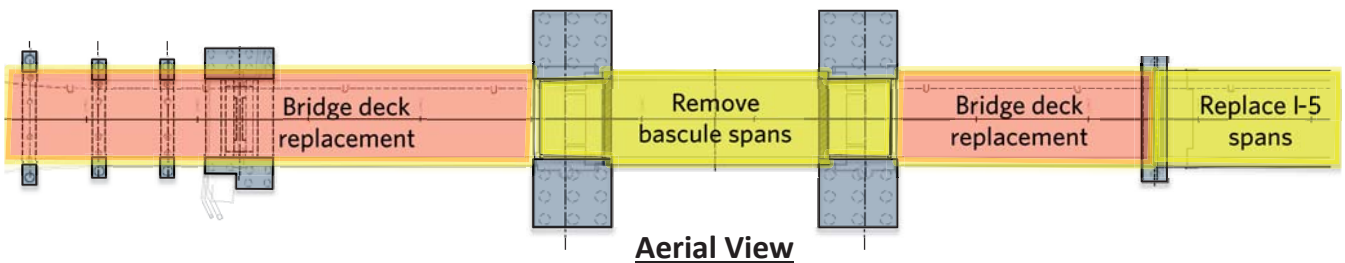
Enhanced Seismic Retrofit – Preliminary Findings

Criteria Topics:

- ✓ **Seismic Resiliency**
- ✓ **Visual / Aesthetics**
- ✓ **Natural Resources & Sustainability**
- ✓ **Fiscal Responsibility**



Elevation View

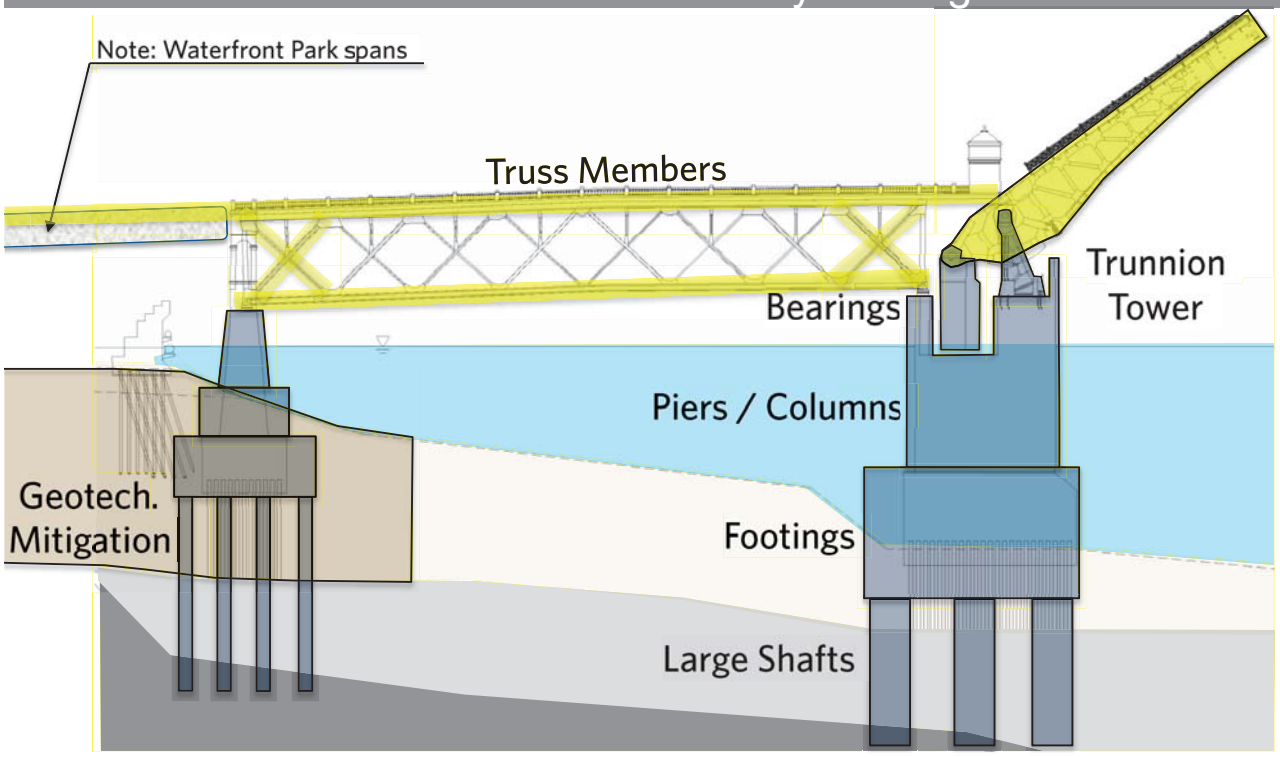


Aerial View

= Repairs due to **structural** deficiencies
= Retrofit due to **seismic** deficiencies

Engineering Update

Enhanced Seismic Retrofit – Preliminary Findings



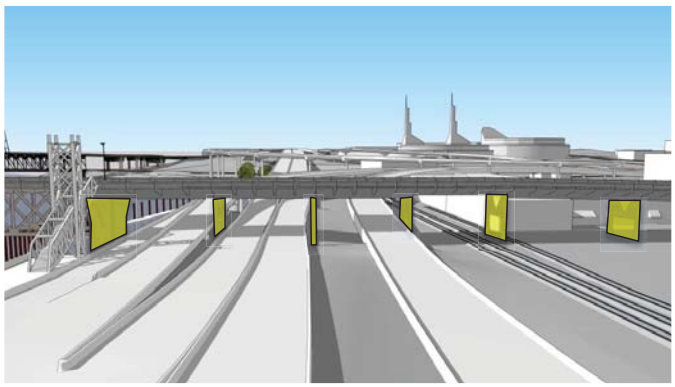
= Repairs due to **structural** deficiencies
= Retrofit due to **seismic** deficiencies

Engineering Update

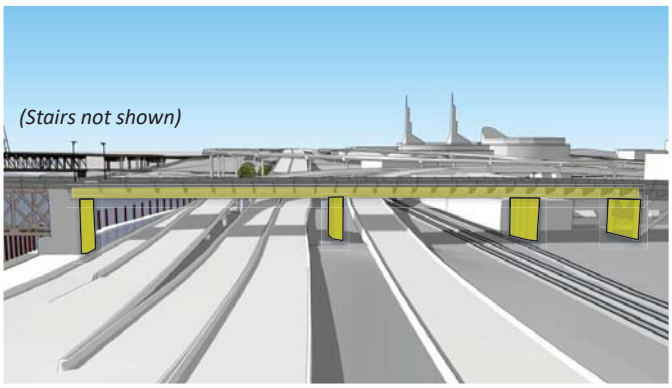
Enhanced Seismic Retrofit – Preliminary Findings

Criteria Topics:

- ✓ **Construction Impacts**
- ✓ **Natural Resources & Sustainability**



Existing
(5 Spans)



Replacement Section over I-5 / UPRR
(3 Spans)

Engineering Update

Replacement Alternatives – Alignment Comparisons

Criteria Topics:

- ✓ Motor, Freight and Emergency Vehicles
- ✓ Transit
- ✓ Peds, Bikes and ADA
- ✓ Business and Economics
- ✓ Visual and Aesthetics
- ✓ Community Quality of Life
- ✓ Crime Reduction and Personal Safety

Replacement (same location) | **Replacement (Couch Connection)**

Engineering Update

Replacement (Couch Connection) – Existing Condition

Criteria Topics:

- ✓ Peds, Bikes and ADA
- ✓ Business and Economics
- ✓ Visual and Aesthetics
- ✓ Community Quality of Life
- ✓ Crime Reduction and Personal Safety

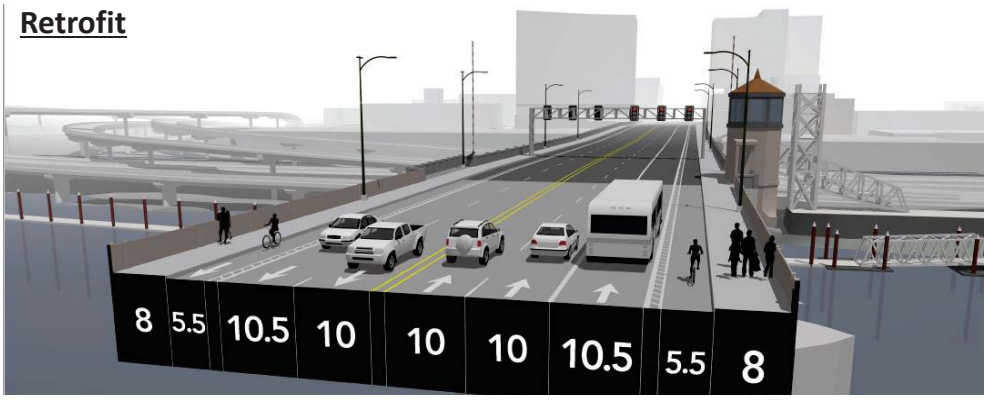
Engineering Update

Burnside Bridge Replacement Cross Sections

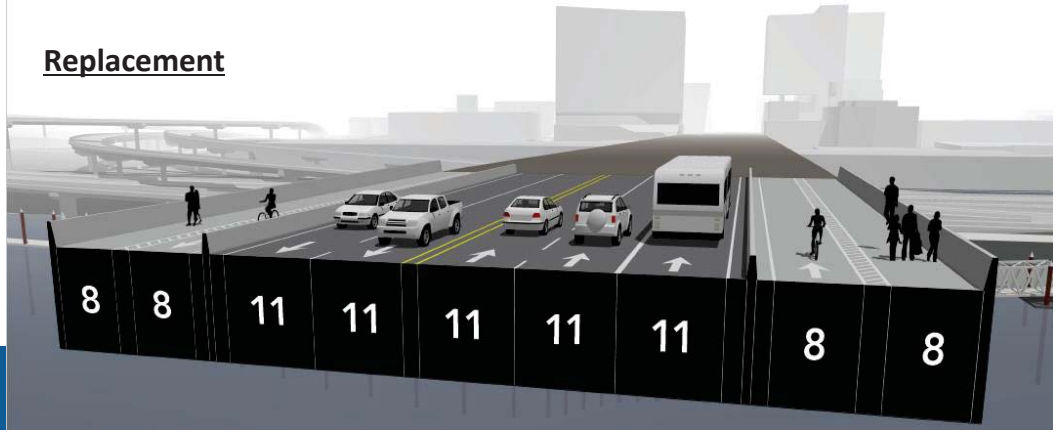
Criteria Topics:

- ✓ Peds, Bikes and ADA
- ✓ Transit
- ✓ Motor, Freight, and Emergency Vehicles

Retrofit

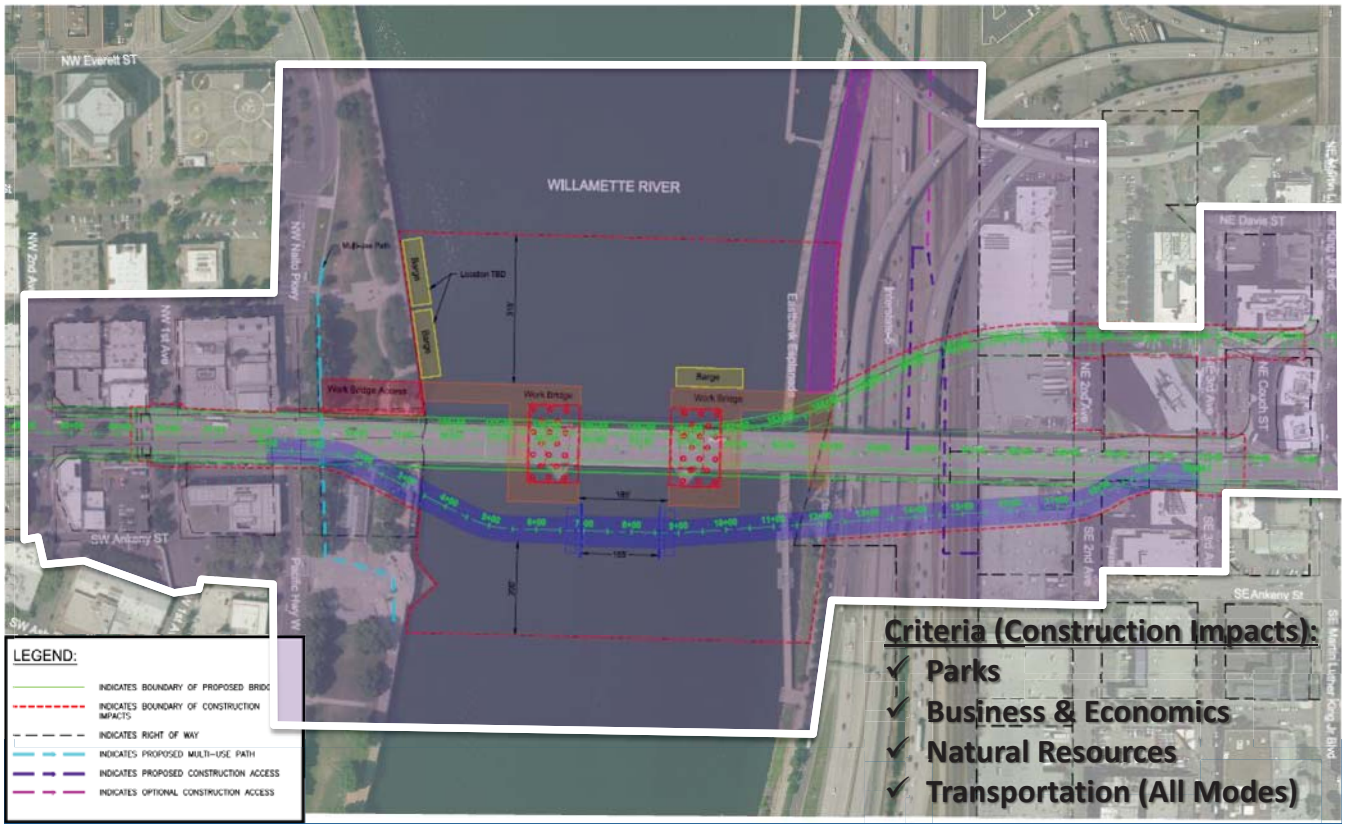


Replacement



Engineering Update

Potential Construction and Right of Way Impacts Study Area



Criteria (Construction Impacts):

- ✓ Parks
- ✓ Business & Economics
- ✓ Natural Resources
- ✓ Transportation (All Modes)

Evaluation Criteria

Review Draft Evaluation Criteria

Criteria Topics	
Seismic Resiliency	Natural Resources and Sustainability
Community Quality of Life	Pedestrians, Bicyclists and ADA
Equity	Motor Vehicles, Freight and Emergency Vehicles
Crime Reduction and Personal Safety	River Navigation
Business and Economics	Transit
Park and Historic Resources	Utilities
Visual and Aesthetics	Fiscal Responsibility

Evaluation Criteria

Review Draft Evaluation Criteria

Recommended Changes

- River Navigation (in design criteria)
- Utilities (mitigated; reflected in cost)
- Correct 1a.2 Minimize travel time
- Move to Design Phase
  - 2a.1 Night sky
  - 2b.1 Temp light/glare/shadow
  - 7a.3 Structure that instills community pride

Evaluation Criteria

Review Draft Evaluation Criteria

CTF Discussion

- *What new information from the engineering update needs to be considered in the draft criteria?*
- *Are there any additional edits to the draft criteria?*
- *Draft measures (as time allows)*

Summer Outreach

Key Activities

- **Briefings**
- **Online Open House**
- **Tabling**
- **Community Engagement Liaisons and Multi-Lingual Outreach**

Summer Outreach

Key Committee Briefings

- Portland Design Commission
- Portland Historic Landmarks Commission
- Portland Planning and Sustainability Commission
- Portland Bike Advisory Committee
- Portland Pedestrian Advisory Committee
- Portland Parks Board
- Portland Freight Advisory Committee
- Portland City Council
- Multnomah County Bike & Pedestrian Committee
- Regional Public Information Officers
- Portland Business Alliance
- Rose Festival
- Prosper Portland
- East Multnomah County Transportation Committee

Summer Outreach

Other Potential Committee Briefings

- MultCo Disability Services Advisory Council
- Coalition of Communities of Color
- Native American Youth & Family Center
- Pearl District Neighborhood Association
- Neighbors West Northwest Coalition
- Kerns Neighborhood Association
- Downtown Retail Council
- Lloyd District Business Association
- GO Lloyd
- Voz

CTF Affiliated Organizations

- Oregon Walks
- Laurelhurst NET
- Portland Saturday Market
- Buckman Community Association
- Mercy Corps
- Burnside Skatepark
- Old Town Community Association
- Central Eastside Industrial Council
- Central City Concern
- Portland Rescue Mission
- AAA
- Disability Rights Oregon
- Powell Valley Neighborhood Association
- American Medical Response
- Gresham Area Chamber of Commerce

Summer Outreach

Community Engagement Liaisons

- Focus groups - Surveys - Information sharing

Next Steps

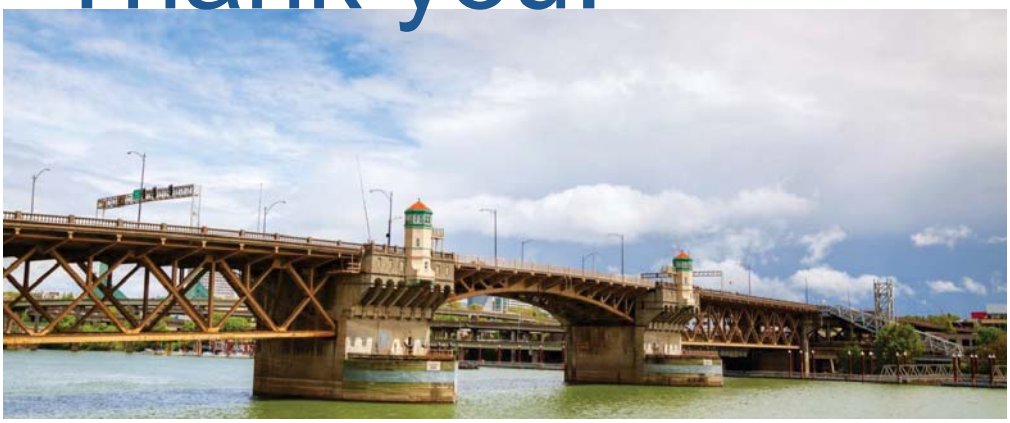
Next CTF Meeting *(at Mercy Corps)*

- August 19, 2019

Adjourn

EARTHQUAKE READY BURNSIDE BRIDGE

Thank you!



EARTHQUAKE READY BURNSIDE BRIDGE

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Multnomah County

DRAFT Evaluation Criteria Topics

The Earthquake Ready Burnside Bridge Community Task Force identified their shared interests and values to assist in the development of topics for future evaluation criteria. When finalized, the evaluation criteria will be used to help select a Preferred Alternative during the preparation of the Draft Environmental Impact Statement.

SEISMIC RESILIENCY

- Post-earthquake
  - bridge operability and reparability
  - emergency vehicle bridge use
  - all modes bridge use
- Include utilities on bridge to support resilient functions after a major earthquake
- Seismic resiliency of adjacent buildings during construction
- Minimize duration of construction

EQUITY

- Protect social service providers from long-term and temporary impacts
- Avoid disproportionate adverse impacts to Environmental Justice communities

COMMUNITY QUALITY OF LIFE

- Long-term and temporary noise and light/shadow impacts
- Long-term and temporary impacts to community facilities and events (e.g., Skatepark, Saturday Market, park festivals, parades, organized runs)

CRIME REDUCTION AND PERSONAL SAFETY

- Personal safety and crime reduction
- Safe construction site

BUSINESS AND ECONOMICS

- Long-term and temporary impacts to businesses
- Redevelopment potential consistent with local plans
- Regional economic impacts
- Economic impacts associated with major community events near the bridge

PEDESTRIANS, BICYCLISTS & ADA

- Bicyclists and other low-impact vehicles (e.g., scooters, skateboards)
  - safety and comfort
  - access/connectivity
  - travel time and capacity
  - modal share
- Pedestrians
  - safety and comfort
  - access/connectivity
  - travel time and capacity
  - modal share
- ADA (Americans with Disabilities Act)
  - safety and comfort
  - access/connectivity
  - travel time and capacity

VISUAL AND AESTHETICS

- Views and view corridors
- Potential for new scenic views
- Pedestrian/bicycle aesthetic experience on the bridge
- Historic visual character of the existing bridge and area

NATURAL RESOURCES & SUSTAINABILITY

- Long-term and temporary impacts to
  - water quality and flooding
  - fish and wildlife
  - air quality and greenhouse gas (GHG) emissions
- Resource consumption and waste production during construction

UTILITIES

- Long-term and temporary impacts to major utilities, such as the Ankeny Pump Station.

MOTOR VEHICLES, FREIGHT & EMERGENCY VEHICLES

- Safety
- Capacity and travel time
- Access/connectivity
- Long-term and temporary on-street parking

TRANSIT

- Streetcar readiness
- Long-term and temporary
  - transit access
  - transit capacity and travel times
  - transit safety
  - transit ridership

PARKS & HISTORIC RESOURCES

- Long-term and temporary park impacts (displacements, functionality, potential benefits).
  - Historic resource impacts (destruction or damage, access and context)

RIVER NAVIGATION

- Long-term and temporary direct and indirect impacts to navigation
  - Horizontal clearance
  - Vertical clearance
- Other access and safety issues

FISCAL RESPONSIBILITY

- Total project cost
- Long-term maintenance effort/cost

FUTURE TOPICS

Topics that cannot be adequately or fully evaluated with the information available during this phase. These are listed below with the recommendation that they be applied in later project phases such as during design or construction:

- Seismic Resilience
  - Include equipment on bridge to create additional resilient functions after a major earthquake
- Personal Safety
  - Maintain a safe construction site
  - Implement design that minimizes risk of attempted suicide from the structure
- Ped, ADA, Bicyclists
  - Maximize pedestrian/bicycle aesthetic experience on the bridge
  - Provide a structure that instills a sense of community pride
  - Respect the historic character of the existing bridge and area
  - Integrate project with the urban fabric
- Sustain-ability
  - Waste reduction and use of sustainable materials in design and construction.
  - Energy sustainability in design
- Navigation
  - Bridge lighting and signals do not adversely affect navigation safety

DRAFT Evaluation Criteria – 7/15/19

Introduction

In June 2019, the EQRB Community Task Force (CTF) recommended the following 14 groups of draft evaluation criteria, based on information available at the time. The next step is to finalize the criteria within each group, including criteria to evaluate long-term results/impacts and criteria to evaluate temporary impacts that occur only during construction. When finalized, the criteria will be used to help select a Preferred Alternative during the preparation of the Draft EIS.

The following lists the draft criteria previously developed by the CTF and project staff, as well as several recommended changes for the CTF to consider based on new information and input since the last CTF discussion. Suggested edits are highlighted in blue. In addition, draft measures that would be used to apply the criteria are included.

Notes on Measures and Scoring:

- Many criteria refer to "minimizing" impacts while others refer to "maximizing" benefits, whereas a few refer to "net benefits" (a combination of adverse and beneficial effects). However, for any of criterion where the DEIS analysis reveals a meaningful "net effect" this can be included in the way that Measures are applied, even where "net effect" is not specifically mentioned in the criteria.
- Minimizing impacts to the resources in one criterion could increase adverse impacts or reduce benefits to the resources in another criterion. Each Measure for each criterion will be applied independently of the other criteria. Any net affect across different criteria will be reflected in the total score for a given alternative.
- When rating the alternatives, the scoring will consider the potential for, feasibility of, and level of commitment to mitigation that would reduce adverse impacts.

Criteria Groups

1. Seismic Resiliency

Long Term

1a.1 Maximize confidence in post-earthquake operability and reparability.

- *Measure: Qualitative assessment for how much reliance on original components is needed for seismic resiliency.*
- *Measure: Ability to implement reliable seismic performance mechanisms and devices.*

1a.2 Maximize post-earthquake emergency vehicle access and minimize travel time.

- *Measure: Emergency vehicle travel time from X to Y. (model results if available and reliable; if not, then qualitative assessment).*

1a.3 Maximize ability for all modes to use the crossing post-earthquake (this will include heavy freight).

- *Measure: Ability to accommodate over-dimension vehicles and loads.*
- *Measure: Ability to simultaneously accommodate all traffic modes.*

~~1a.4 Promote ability to include utilities on bridge to support resilient functions after a major earthquake~~

- ~~*Measure:*~~

During Const.

1b.1 Minimize impacts from ~~to~~ seismic resilience of adjacent buildings.

- *Measure: Quantify length of exposure to adjacent buildings, weighting those with more URM exposure at a higher risk than other building types.*

1b.2 Minimize duration of construction.

- *Measure: Estimated duration of construction*

Recommendations for 2. Community Quality of Life:

- Postpone night sky impacts (2a1) assessment to design/construction phases; no meaningful assessment possible in EIS phase.
- Postpone 2b.1 temporary noise and light/shadow impacts to design/construction phases; no meaningful assessment possible in EIS phase.

2. Community Quality of Life (includes Indirect Land Use Impacts and Community Resources)

Long Term	2a.1 Minimize long-term noise and light/shadow impacts ~~(including night sky impacts).~~ • *Measure: What is the traffic noise level based on modeling results?* • *Measure: Qualitative assessment of light/shadow impacts due to changes in roadway alignments relative to land uses (eg, will new alignment direct headlights at or away from residential uses?)* 2a.2 Minimize long-term impacts to community facilities and events under and near the bridge (e.g., Skatepark, Saturday Market, park festivals, parades, organized runs, etc.). • *Measure: Number of community facilities and events impacted, as well as magnitude and character of those impacts.*
During Const.	~~2b.1 Minimize temporary noise and light/shadow impacts on adjacent land uses.~~ ~~• *Measure:*~~ 2b.2 Minimize temporary impacts to community facilities and events under and near the bridge. • *Measure: Number of community facilities impacted, as well as magnitude and duration of those impacts.* • *Measure: Number of community events impacted, as well as magnitude and duration of those impacts.*

3. Equity (includes Social Services)

Long Term

3a.1 Minimize social service displacements and long-term access impacts.

- *Measure: Social service provider displacements (measured in sf displaced).*
- *Measure: Number and significance of permanent access impacts, and availability and quality of alternative access.*

3a.2 Maintain social service providers' long-term ability to provide current level of service.

- *Measure: Number of clients currently served annually by social service function that is lost/impacted.*

3a.3 Avoid disproportionate adverse impacts to vulnerable and Environmental Justice communities.

- *Measure: Based on qualitative analysis of impacts to low income and minority populations as measured in the analysis of compliance with the Exec Order on Environmental Justice.*
- *Measure: Based on qualitative analysis of impacts to other vulnerable populations as identified during outreach conducted for the Diversity, Equity, and Inclusion program outreach.*

During Const.

3b.1 Minimize temporary access impacts for social service providers.

- *Measure: Number, significance and duration of temporary access impacts, and availability and quality of alternative access.*
- *Measure: Number, significance and type of services being provided that would likely be relocated during construction and duration of this relocation.*

3b.2 Avoid temporary disproportionate adverse impacts to vulnerable and Environmental Justice communities.

- *Measure: Based on qualitative analysis of impacts to low income and minority populations as measured in the analysis of compliance with the Exec Order on Environmental Justice.*
- *Measure: Based on qualitative analysis of impacts to other vulnerable populations as identified during outreach conducted for the Diversity, Equity, and Inclusion program outreach.*

4. Crime Reduction and Personal Safety

Long Term	4a.1	Maximize personal safety and crime reduction by following principles of Crime Prevention Through Environmental Design (CPTED). • *Measure: Assess consistency with the CPTED principle of Natural Surveillance.*
During Const.	4b.1	NA

5. Business and Economics

Long Term	5a.1	Minimize business displacements and permanent access impacts. • *Measure: Number of business displacements (measured in number of businesses, sf or # of employees)* • *Measure: Qualitative assessment of permanent access impacts that don't result in full displacement of business (includes number, duration and magnitude of access impacts, and availability and quality of alternative access).*
	5a.2	Support redevelopment potential consistent with local plans. • *Measure: Area of land newly available for development/redevelopment.*
During Const.	5b.1	Minimize temporary access impacts to businesses. • *Measure: Qualitative assessment of short-term access impacts (includes number, duration and magnitude of short-term access impact, and availability and quality of alternative access).*
	5b.2	Minimize temporary regional economic impacts. • *Measure: Estimated impact of construction on regional economic indicators (eg, jobs, income)*
	5b.3	Minimize loss of economic benefits from temporary impacts to major community events under and near the bridge ~~(in particular, minimize impacting the economic benefits of these events).~~ • *Measure: Estimated loss of participation (# of people) in community events that would be impacted (this would be a proxy for the potential magnitude of lost spending; if possible/reliable, estimate the financial impact such as total loss of spending, or provide qualitative assessment) .*

6. Park and Historic Resources

Long Term	6a.1 Minimize park displacements and adverse functionality impacts, and maximize park functionality improvements ~~(will look at the net effect of impacts)~~. • *Measure: Net effect of adverse and beneficial impacts to parks. Magnitude (sf) and qualitative assessment of impacts on functions.* 6a.2 Minimize historic resource impacts ~~(including destruction or damage, changes in access and context impacts)~~. • *Measure: Number of resources displaced or damaged.* • *Measure: Number of resources with access and context impacts.* • *Measure: Character and magnitude of impacts to historic districts.*
During Const.	6b.1 Minimize temporary impacts to parks ~~(including temporary displacement, access and functionality impacts)~~. • *Measure: Magnitude (sf) of temporary displacements* • *Measure: Qualitative assessment of temporary access and functionality impacts.*

Recommendation for 7. Visual and Aesthetics:

- Move 7a.3 to future design/construction phases. With elimination of the Fixed Bridge, there will be very little meaningful difference among alternatives to evaluate based on the conceptual designs available in the DEIS phase.

7. Visual and Aesthetics

Long Term	7a.1 Minimize adverse impacts on existing views and view corridors and support the potential for new scenic views. • *Measure: Qualitative assessment of potential new views as well as impacts on designated view corridors.* 7a.2 Maximize pedestrian/bicycle aesthetic experience on the bridge. • *Measure: Qualitative assessment of potential opportunities based on conceptual designs.* ~~7a.3 Provide a structure that instills a sense of community pride.~~ • ~~*Measure*~~ 7a.4 Respect the historic character of the existing bridge and area and integrate project with the urban fabric. • *Measure: Qualitative assessment of potential compatibility/conflicts with existing public, residential and retail spaces, or other urban design features.*
During Const.	NA

8. Natural Resources and Sustainability

Long Term	8a.1 Minimize impacts to water quality and flooding. • *Measure: Estimated changes in stormwater treatment compared to No-build.* • *Measure: Estimated long-term changes in flood levels.* 8a.2 Minimize impacts to fish and wildlife. • *Measure: Estimated changes to aquatic habitat (due to change in pier area below OHW - differentiate habitat quality: higher quality (<20' deep) and lower quality (>20' deep).* 8a.3 Minimize impacts to air quality and greenhouse gas (GHG) emissions. • *Measure: Estimated air quality impacts* • *Measure: Estimated change in GHG emissions relative to No-build.*
During Const.	8b.1 Minimize temporary impacts to water quality and flooding. • *Measure: Estimated changes in untreated runoff during construction* • *Measure: Estimated temporary change in flood levels during construction (reasonable worst-case during construction)* 8b.2 Minimize temporary impacts to air quality and green-house gas emissions. • *Measure: Qualitative assessment of affects on emissions due to traffic diversions/detours.* 8b.3 Minimize temporary impacts to fish and wildlife. • *Measure: Extent of pile driving.* • *Measure: Size of coffer dams and extent of temporary fill in the river.* 8b.4 Minimize resource consumption and waste production during construction. • *Measure: (TBD, based on information provided by Greenroads analysis)*

9. Pedestrians, Bicyclists and ADA
(Americans with Disabilities Act)

Long Term

9a.1 Maximize safety and comfort for bicyclists and other low-impact vehicles (e.g., scooters, skateboards).

- *Measure: Consistency of bike facilities with relevant Vision Zero principles (or, Consistency with Portland Bike Plan Bikeway Facility Design Best Practices).*
- *Measure: Width of bike path*
- *Measure: Quality of protection from motor vehicles.*

9a.2 Maximize access/connectivity for bicyclists and other low-impact vehicles.

- *Measure: How well the bike facility on the bridge connects to existing and planned bike network*

9a.3 Maximize safety and comfort for pedestrians.

- *Measure: Consistency of pedestrian facilities with relevant Vision Zero principles (or Number of PedPDX Toolbox Strategies and Actions incorporated).*
- *Measure: Width of pedestrian facility*
- *Measure: Quality of protection from motor vehicles, bikes and other vehicles.*

9a.4 Maximize access/connectivity for pedestrians.

- *Measure: How well the pedestrian facility on the bridge connects to existing and planned pedestrian network*

9a.5 Maximize improved travel time and capacity for bicyclists, pedestrians and ADA (includes wheeled and non-wheeled).

- *Measure: Travel time for each mode from X to Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)*

9a.6 Maximize safety and comfort for ADA.

- *Measure: Consistency of ADA facilities with relevant Vision Zero principles (or with other relevant standards).*
- *Measure: Width and slope of ADA route on bridge*
- *Measure: Quality of ADA protection from motor vehicle, bikes and other low-impact vehicles.*

9a.7 Maximize access/connectivity for ADA.

- *Measure: How well the ADA facility on the bridge connects to existing and planned pedestrian/ADA network*

- *Measure: How well the ADA facility on the bridge connects to social services and other frequent destinations for users.*

9a.8 Increase pedestrian and bicyclist modal share.

- *Measure: Modal share for each mode (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)*

During Const.

9b.1 Minimize temporary travel time and access/connectivity impacts for bicyclists and pedestrians

- *Measure: Extent of out-of-direction travel for bicyclists and pedestrians during construction (reflect information, if available, on origins and destinations of trips using the Burnside Bridge; may require qualitative assessment and professional judgment)*

9b.2 Maximize potential to provide ~~permanent and~~ temporary ADA facilities that are comfortable and safe and maximize efficient access and connectivity for users of the facilities.

- *Measure: Extent of out-of-direction travel for ADA users during construction (reflect information, if available, on origins and destinations of trips using the Burnside Bridge; may require qualitative assessment and professional judgment)*
- *Measure: Qualitative safety assessment of temporary ADA facilities compared to existing facilities on Burnside Bridge.*

9b.3 Minimize temporary safety impacts for bicyclists and pedestrians.

- *Measure: Consistency of temp. pedestrian and bicycle facilities with relevant Vision Zero principles (or other relevant principles/standards).*
- *Measure: Width of temp. pedestrian and bicycle path*
- *Measure: Quality of protection of pedestrian path and bicycle path from other modes.*

10. Motor Vehicles, Freight and Emergency Vehicles

Long Term	10a.1 Maximize safety for motor vehicles and freight. • *Measure: Qualitative assessment of impacts to motor vehicle safety (factors may include lane width and other cross section details, curve radii, potential conflict with other modes, and others)* 10a.2 Maximize capacity and travel time improvements for motor vehicles, freight and emergency vehicles. • *Measure: Travel time for motor vehicles from point X to point Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)* 10a.3 Maximize access/connectivity for motor vehicles, freight and emergency vehicles. • *Measure: How well the travel lanes on the bridge connect to existing and planned street network* • *Measure: Number and magnitude of permanent street closures or streets with restricted freight movement* 10a.4 Minimize impacts to on-street parking. • *Measure: Number of on-street parking spaces after project compared to No-build.*
During Const.	10b.1 Minimize temporary access and travel time impacts for motor vehicles, freight and emergency vehicles. • *Measure: Travel time for motor vehicles from point X to point Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)* 10b.2 Minimize temporary safety, on-street parking, and capacity impacts for motor vehicles, freight and emergency vehicles. • *Measure: Number of on-street parking spaces temporarily lost during construction.* • *Measure: Qualitative assessment of the safety of construction phase detours and reroutes relative to existing conditions.* • *Measure: River crossing capacity during construction compared to No-build (include consideration of reasonable alternative crossing locations)*

Recommendation for 11. River Navigation:

- Eliminate Navigation criteria for selection of a Preferred Alternative. The horizontal and vertical clearance requirements have now been established by the River User Survey/Navigation Study and in coordination with the US Coast Guard. With the elimination of the Fixed Bridge alternative, all remaining alternatives comply with the clearance requirements.

~~11. River Navigation~~

~~Long Term~~	~~11a.1 Minimize permanent direct and indirect impacts to navigation.~~ ~~• *Measure*~~
~~During Const.~~	~~11b.1 Minimize temporary direct and indirect impacts to navigation.~~ ~~• *Measure*~~

12. Transit

Long Term	12a.1 Maximize streetcar readiness. • *Measure: Qualitative assessment of impacts to Streetcar operations (factors may include lane width and other cross section details, curve radii, potential conflict with other modes, and others)* 12a.2 Maximize bus accessibility. • *Measure: Qualitative scale considering presence of dedicated bus pullouts, transit stops, transfer points to other modes (LRT)* 12a.3 Maximize potential to provide enhanced transit capacity and improvements in travel times. • *Measure Qualitative scale considering number of lanes for dedicated ETC, roadway geometrics.*
During Const.	12b.1 Minimize temporary impacts on transit access, safety, travel times and ridership. • *Measure: Frequency and duration of LRT disruptions*

Recommendation for 13. Utilities:

- Eliminate Utilities criteria for selection of a Preferred Alternative. Any impacts to Ankeny Pump station and any other utility (permanent or temporary impacts) would be fully mitigated and therefore the impact is covered in project cost rather than a utilities impact.

13. Utilities

Long Term	~~13a.1 Minimize long-term impacts to major utilities, such as the Ankeny Pump Station.~~ ~~• *Measure*~~
During Const.	~~13b.1 Minimize construction-related impacts to major utilities, such as the Ankeny Pump Station.~~ ~~• *Measure*~~

14. Fiscal Responsibility

Long Term	14a.1 Minimize total ~~construction~~ project cost • *Measure: Estimated total construction cost (including design, right-of-way, construction, diversion bridge, mitigation, utility relocation, etc.).* 14a.2 Minimize long-term maintenance effort/cost. • *Measure: Number of major maintenance projects expected over life of the bridge.*
During Const.	14b.1 NA

Topics for evaluation/decision-making in later project phases:

While developing the draft criteria groups criteria, the CTF identified a number of topics that cannot be adequately or fully evaluated with the level of design and information that will be available during the DEIS phase. These are listed below with the recommendation that they be applied in later project phases such as during design or construction:

Seismic Resilience	Include equipment on bridge to create additional resilient functions after a major earthquake
Personal Safety	Maintain a safe construction site Implement design that minimizes risk of attempted suicide from the structure
Ped, ADA, Bicyclists	Maximize pedestrian/bicycle aesthetic experience on the bridge Provide a structure that instills a sense of community pride Respect the historic character of the existing bridge and area Integrate project with the urban fabric
Sustainability	Waste reduction and use of sustainable materials in design and construction. Energy sustainability in design
Navigation	Bridge lighting and signals do not adversely affect navigation safety

EARTHQUAKE READY BURNSIDE BRIDGE

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

BETTER – SAFER – CONNECTED June 3, 2019

Community Task Force Meeting #7

Meeting information

Project:	Earthquake Ready Burnside Bridge
Subject:	Community Task Force, Meeting #7
Date:	Monday, June 03, 2019
Time:	6:00 to 8:00 p.m.
Location:	Mercy Corps, 45 SW Ankeny Street, Gallery Room

Attendees:

CTF Members:
Art Graves, Multnomah County Bike and Association
Ed Wortman, Community Member
Emergency Team
Frederick Cooper, Laurelhurst Neighborhood
Gabe Rahe, Burnside Skate Park
Howie Bierbaum, Portland Saturday Market
Jackie Tate, Community Member
Kathy Pape, Central City Concern
Kiley Wilson, Portland Business Alliance
Neighborhood Associations
Neil Jensen, Gresham Area Chamber of Commerce
Paul Leitman, Oregon Walks
Pedestrian Citizen Advisory Committee
Robert McDonald, American Medical Response
Sharon Wood Wortman, Community Member
Stella Funk Butler, Coalition of Gresham
Susan Lindsay, Buckman Community
Tesia Eisenberg, Mercy Corps
Timothy Desper, Portland Rescue Mission

Community Members:
Anonymous

Project Team Members:
Ian Cannon, MultCo
Mike Pullen, MultCo
Heather Catron, HDR
Steve Drahota, HDR
Cassie Davis, HDR
Jeff Heilman, Parametrix
Penny Mabie, Enviroissues
Aascot Bohlander, Enviroissues

Apologies:
Cameron Hunt, Dan Lenzen, Marie Dodds, Matt Hoffman, Rina Jimmerson, William Burgel.

Summary Notes

INTRODUCTION AND HOUSEKEEPING

Penny Mabie, facilitator, opened the meeting by welcoming everyone. Penny introduced herself and started roundtable introductions. Penny reviewed the meeting agenda and meeting packet contents. The Community Task Force (CTF) Meeting #7 Packet is appended to this meeting summary.

PUBLIC COMMENT

Penny acknowledged that no registrations had been received for public comment.

PROJECT UPDATE

BRIEFINGS UPDATE

Penny invited Heather Catron, HDR, to provide a progress update on the briefings her team has led since the CTF last met. Heather started with the **Central Eastside Industrial Council's (CEIC) Transportation and Parking Advisory Committee**:

- The team provided a project update to the committee. They had questions about return-on-investment impacts and the Couch alternative. They asked that the project team go back to them before a major decision is made and to continue to engage with them.
- Robert McDonald and Rina Jimmerson from the CTF were also in attendance.
- Robert added: It was a 10,000-foot summary of the work we've done so far. Steve went through the bridge topics.

Heather then described the briefing with the **Burnside Skatepark**:

- The team provided a briefing with the skatepark. The intent of the meeting was to start talking with them about the fact we know we'll impact their facility. They had some interesting concerns.
- Gabe Rahe added: It was a really loose meeting going over different boxes that needed to be checked. They laid out all the scenarios. There's not a lot of outcomes yet, but there is more to come.

WORKING GROUPS UPDATE

Heather also provided progress updates on the working groups. She started with the **Project Partners Sustainability Workshop**:

- The project team spoke about the Greenroads rating system to be used for the project, which is similar to a LEED certification for buildings. Heather said the CTF will work into that more in the future.

Then she summarized the **Constructability Working Group Meeting**:

- This meeting focused on constructability and access to the site during construction. Steve will talk about this at the next CTF meeting.

Last, Heather spoke to what happened at the **No-Build Focus Workshop**:

- This workshop was called to help define the no-build scenario. Once the project is in the formal NEPA process, the project team must consider a 'no-build' alternative. What is unique about this no build option is that the team must consider a no build with and without an earthquake. Emergency management experts were consulted on facility needs in both scenarios.

COMMITTEE WORK PLAN UPDATE

Heather briefly reviewed the updated work plan, explaining that details may change over time. The work plan outlines which group is meeting when and what they're scheduled to discuss. It includes future CTF meetings. This was emailed to CTF members.

ONGOING REVIEW – PRELIMINARY-DRAFT EVALUATION CRITERIA

Penny moved the discussion to the review of the preliminary draft evaluation criteria. She reminded the group that some things they brought up last time may come back up again as they do further work on the criteria. Some concerns might not show up in topics because they fit better down in measures.

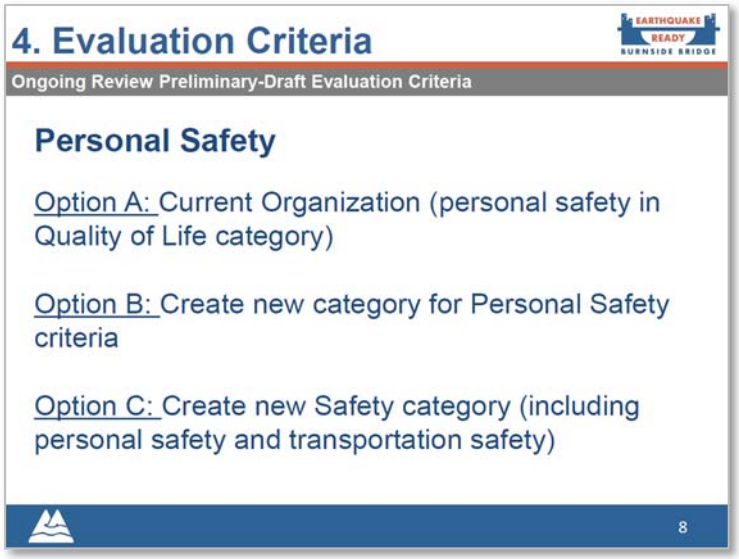
TOPIC: PERSONAL SAFETY

Jeff Heilman, Parametrix, presented the organization options for the topic of personal safety. He said that, in his opinion, Option B has some advantages due to the weighting system. He feels creating a new topic for personal safety would accurately reflect the group's concern around it. He then asked for feedback from the group. Clarifying questions, feedback from the CTF and responses follow.

- Jackie Tate: Last time, when we were doing this, I suggested we put personal safety and ADA together due to the weighting process. They work well together. That is not reflected in this.
    - Jeff: That would be option D, then. They both get to access, connectivity and safety.
- Gabe Rahe: When you're saying we could create a new topic; would you have weight for bike safety under a bike topic and then pedestrian safety in personal safety?
    - Jeff: No, personal safety is mostly about crime issues, specifically reducing the risk of crime. It's not focused on preventing traffic or travel-related collisions.

- Mike Pullen, Multnomah County: In context, this topic would include crime prevention through environmental design (CPTED) principles and the like.
- Jeff: Yes, eliminating public spaces where people would be visually isolated is a CPTED principle for reducing crime risk.

- Jeff: There was a request to have public safety around the construction site as part of personal safety as well.
- Stella Funk Butler: There seems to be a lot of areas here. Topic #7 has pedestrians, ADA and bicyclists. Does option B include the items from topic #7? Or is that separate from this safety?
  - Jeff: Yes it's separate. Personal safety is about non-transportation safety.
  - Stella: That's not clear in the wording here.



- Stella: So, we heard a need for safety from crime and construction zone safety?
  - Mike: The construction zone safety concern is over a temporary four-year period, during construction.
  - Jeff: We won't evaluate construction zone safety at this time.
- Stella: I'm not just concerned about ADA during construction, but I'm concerned about it later on as well. I wouldn't move it. Let's have ADA criteria in both places.
  - Jeff: Regarding personal safety, is the concern to reduce the potential for ADA folks to become victims of crime?
  - Stella: In terms of construction access.
- Jackie: I had originally suggested it because of the weighting. I think if you include it in pedestrians/bikes, those issues don't mesh with ADA. Personal safety dovetails with ADA; being in places where people are safe, visible, etc. From a weighting perspective, it is not getting lost in the bike/pedestrian access weights.
- Gabe: Can we rephrase this to clearly represent crime safety as well?
  - Jeff: It currently also includes construction safety, but we won't have much detail to really evaluate construction safety during the DEIS.
  - Gabe: Construction site safety includes physical safety. All should be safe physically around the construction site. And then maybe another category becomes crime prevention on the project overall.

  - Jeff: There's some overlap. From a practical point of view, we are not evaluating construction site safety in this phase. Wherever we put it, it'll be evaluated in a future phase.
  - Steve: That's probably true. It's hard to make specific assessments until a later phase. There may be some contractor options we're not thinking of today.
  - Jeff: There will be more detail about construction safety as part of the construction contracts.
- Ian Cannon, Multnomah County: Whatever we come up with, we will try to have a safe construction site. There are requirements for providing access for all modes we would have to do — those would be built into any plan. I'm wondering, does the addition of a diversion bridge have an impact on the personal safety topic? Is there any option that prevents or improves the public's ability to get around the construction site? I'm trying to think of things that might be different regarding construction access that might have an impact on safety for people doing the work more so than the public. It's hard to get useful information without more detail.
  - Jeff: Gabe is suggesting we call 'personal safety' 'crime safety'.
  - Gabe: We can tuck it away since we're not dealing with it right now. It doesn't need to bog us down.
  - Jeff: When we have the DEIS analysis available to score our alternatives, we will know if there is enough information to measure or if there is any difference across alternatives based on the level of design detail. If there is no difference, we could consider that this criterion be zeroed out. The CTF could take that step later. We are not trying to eliminate anything yet based on how well it will differentiate, but we will be looking at that soon, as well as during the actual scoring.
- Paul Leitman: I support keeping ADA out of personal safety. Pedestrians and people with disabilities have very different needs. People with disabilities often travel slower. With low volumes, they can share the sidewalk. ADA is a requirement regardless of what we do. Can we call that pedestrians, bicyclists and people with disabilities rather than ADA?
- Cassie Davis, HDR: We will talk about the equity criteria topic option next. Maybe that addresses this more in-line with your intent, Jackie?
  - Jackie: That might be appropriate.

Penny confirmed by head-nod that the CTF agreed to creating a new topic for personal safety and crime reduction criterion. All agreed.

DISCUSSION OUTCOME: OPTION B, CREATE A NEW TOPIC FOR PERSONAL SAFETY CRITERIA, IS AGREED TO BY ALL.

NEW TOPIC: EQUITY

Jeff presented the new equity category to the group. He then opened the floor for questions and discussion.

- Neil Jensen: How would you define 'environmental justice communities'?
    - Jeff: The way we're using it is as it's defined by executive order on environmental justice, which includes low-income and minority populations.
    - Neil: It sounds like an odd way to describe that group.
    - Ian: The background of that is projects would create environmental impacts that disproportionately impacted those populations. That's how that turn of phrase came about.
    - Jeff: The definition was created as part of an executive order which recognized that there is less political power among these communities.
    - Cassie: Environmental Justice is the formal language. The county will often use other language such as "historically marginalized populations," which might also be in that area of equity, but addresses populations not formally documented in the outline as Environmental Justice.
- Jackie: When I look at it, I don't think personal safety belongs here. The weighting makes more sense with its own topic.

Penny confirmed by head-nod that the CTF agreed to creating a new topic for equity criterion. All agreed.

DISCUSSION OUTCOME: THE CREATION OF AN EQUITY CRITERIA TOPIC IS AGREED TO BY ALL.

COMBINING PERSONAL SAFETY AND ADA TOPICS

Penny opened the floor for the CTF to discuss Jackie's proposal of combining the Personal Safety topic and ADA criterion. Clarifying questions, feedback from the CTF and responses follow.

- Susan Lindsay: As a significantly disabled person, I'd leave it with pedestrians, bikes and ADA. We're talking about transportation that would be useful to all three of those groups. I'm not sure if I understand Jackie's argument around personal safety. It's fine where it is.
    - Jackie: The reason I said that was because I think it's a weighting issue. There are some commonalities with that group. ADA needed greater weighting due to that group's specific issues and needs.
- Paul: There is one score for each topic. Will there be another score for each item under each topic?

  - Neil: Are all topics equal?
  - Jeff: You'll have the opportunity to weight the different topics.
- Neil: Topics 1-13 are not equal. Within those topics, their subitems are not equal. In topics 1-13, most items under it would get more weight because everything is spread out over too many categories. This seems complicated. The weighting thing seems subjective.
  - Jeff: Some would argue that not weighting introduces a lot of unintended subjectivity. You, the CTF, as a group may decide to weight each topic equally or differently. That'll be a couple of meetings of conversations. We will also do some sensitivity testing when we have all the scores and weights as well so that you can see how weighting affects the overall scores.
  - Penny: I'm glad you said that about sensitivity checks. If this is where this discussion is, we can wait until we get into the weighting discussions to discuss this. You can adjust then. Can you live with this where it is regarding these 14 topics knowing you'll have several more bites at this apple?
  - Jackie: I can live with that.
- Neil: I'm not clear on the weighting thing. With 14 categories, each category will have 4-10 items. Will go you through the 14 categories and rank them?
  - Penny: You will do that.
- Neil: And then do we rate these items in each category?
  - Jeff: The intent will be for you to assign weights at the group level rather than separately for each criterion or measure within each group.
  - Neil: That gets to be complicated.
  - Jeff: That will be one of the challenges, trying to craft criteria within a group so that within a given group, the criteria are relatively equal.

Penny confirmed by head-nod that there was consensus around the CTF table for the 14 categories to go to the Policy Group at their next meeting. All agreed.

DISCUSSION OUTCOME: THE 14 EVALUATION CRITERIA TOPICS, INCLUDING THE NEW TOPICS FOR PERSONAL SAFETY/CRIME REDUCTION AND EQUITY, WILL GO TO THE POLICY GROUP.

TEMPORARY DIVERSION BRIDGE

Penny noted that this discussion will cover the constraints and tradeoffs for each temporary bridge option. This discussion will not be about whether to have one or not.

CONFLICT OF INTEREST REMINDER

Penny reminded the CTF that the group will be making a formal recommendation in this agenda item. She asked that CTF members self-identify potential and actual conflicts of interest as appropriate for this specific decision. The conflict of interest guide is in the CTF charter. The conflict of interest guidelines ensure that the work is transparent and there is accountability. The following CTF members self-identified:

- Howie Bierbaum, potential conflict of interest due to either temporary bridge option requiring that the Portland Saturday Market temporarily or permanently move.
- Robert McDonald, potential conflict of interest due to either temporary bridge option requiring the demolition of his building.

TEMPORARY DIVERSION BRIDGE OPTIONS REVIEW AND DISCUSSION

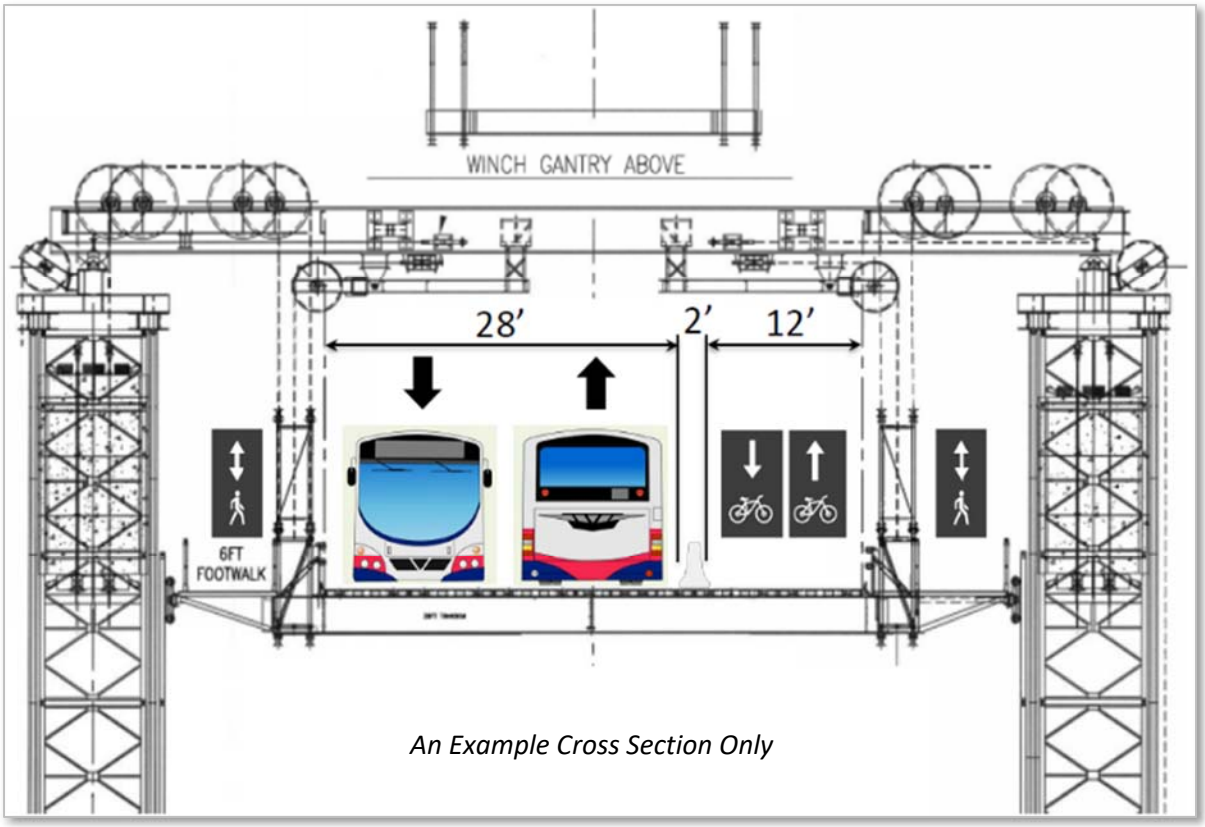
Steve Drahota, HDR, presented his slides, noting that a key difference between this information and the information presented to the CTF last time is the single bridge option width is now 42' instead of 30'. The twin bridge option would remain at 30' wide each. Steve finished his presentation by asking the CTF for clarifying questions and "What do you recommend we study further? The single (blue) bridge or the twin (green) bridge option?" Clarifying questions, feedback from the CTF and responses follow.

- Jackie: Is the twin temporary bridge option one-way traffic on each bridge?
  - Steve: Yes.
- Timothy Desper: Is it possible to do a configuration with opposite lanes, so bicyclists and pedestrians mix on the single bridge cantilevers?
  - Steve: From a loading standpoint, yes. However, it's a 6' cantilever and the space is already a little tight with both modes using the bridge's current 7' sidewalk.

- Timothy: How wide is the bridge right now?
    - Steve: It's 52' wide during the construction phase of the Maintenance Project. It consists of three traffic lanes right (2 EB and 1 WB) now with 7' sidewalks on either side. The temporary single bridge totals 54' wide with the cantilevers, but it's broken up. From a numbers standpoint, it's comparable.
- Gabe: Do we have traffic volume numbers? How many vehicles cross the bridge today?
    - Steve: Looking at average daily traffic, approximately 40,000 vehicles cross the Burnside Bridge every day. In all, that's about 25% of all bridge vehicular traffic into downtown Portland.
- Frederick Cooper: How many bikes cross?
    - Steve: The highest bike volume is the Hawthorne Bridge with approximately 8,000 bikes per day. But these are dated numbers. We're in the process of gathering new data. The Steel Bridge sees about 2,000 daily bike crossings, Morrison doesn't see much, Broadway gets 2,000 and Burnside gets 2,000. Those are all ballpark numbers. So, the Burnside Bridge isn't as big as Hawthorne, but they're comparable.
- Kathy Pape: Would this project happen close to when the Rose Quarter freeway re-working is happening?
    - Steve: Yes, based on the current schedule for each, they overlap quite a bit.
    - Kathy: Wouldn't that disrupt traffic patterns for all the bridges?
    - Steve: We don't know how it would impact bridge traffic. The RQ project has a timeline of 4-5 years depending on their start dates and traffic control set up. We have 4-6 years of construction with this project. There is also some overlap from a funding timing perspective. One challenge is knowing how traffic will be impacted on freeway versus surface streets during both projects. We don't have that information right now.
    - Kathy: It seems like the additional major disruption in traffic will have a ripple effect on all bridges.
    - Steve: It might; but Morrison is a freeway connection and Burnside Bridge is more of a local connection. We are studying the travel patterns of the area; how many vehicles go from the Rose Quarter crossing over I-84 and coming back to the Burnside Bridge. We are in the analysis process and working with Metro, trying to link these models up. There is more work to be done to estimate during-construction traffic impacts.
- Ed Wortman: If this group is expected to try to make a choice between the two bridges, it's hard to make that choice without knowing if the impact on traffic will be acceptable to other parties like TriMet and the City of Portland when it comes to lane count. It seems to be we need that information. We need to have some input on that.
    - Steve: This is a comparison of one temporary bridge versus two. The existing Maintenance Project has been there for three years, making the bridge one lane in one direction and two lanes in the other. In one scenario, that's exactly what we're showing

in this slide. The other is from two lanes to one. There is some understanding to have one lane inbound to downtown. We are looking to get a recommendation, and it's difficult to have that conversation without all the traffic detail, but we will be coming at this analysis based on the alternative chosen here.

- Timothy: Is there an assumption we wouldn't have a bicycle pathway?
  - Steve: It's a blank slate. The slide is just in an example. Bikeways can be added.
  - Timothy: If that's what we have now, and we've had it for three years, it seems to have go ok for three years. If I had to do it for another five years, that's ok.
  - Steve: It could be that there's a 6-foot sidewalk that can carry bikes and pedestrians, if more lanes are needed for motorized vehicles. It's challenging with the 7-foot sidewalk there today.
  - Timothy: Can the cantilever go to 8' due to the span length? Is that theoretically possible?
  - Steve: Potentially but we'd need to coordinate with the fabricator before making that determination.



An Example Cross Section Only

- Ian: The question I'm anticipating is the impact to the ability to stage construction at each end. Does it?
    - Steve: The 42’ plus sidewalks is close to the maximum you can have due to the staged construction on the ends. It works because we have an interior column here. The pedestrian lane would shift closer to the bike lane. A 6-foot-wide span fits, but at 8’ it becomes dicey.
- Kathy: When would this be built?
    - Steve: In about 7 years.
    - Kathy: Then there's population increase at play here. I don't think we can make this decision based on what's going on right now. We could have more people that need to cross.
    - Kathy: Will that work be done while the work in Rose Quarter is still going?
    - Steve: Yes. We’re using two future condition models: day of opening and 2045. We’re examining each of those data points, collecting data and extrapolating it out. We have some decent data based on correlating growth rates.
- Gabe: Is there a variance between one and two bridges? What’s the difference between blue and green?
    - Steve: Both lay on top of American Medical Response, cross the freeway and crosses over Ankeny pump station.
- Sharon Wood: Which of the two options provide greater separation between bikes and pedestrians?
    - Steve: Depending on the lanes of traffic, the more width you have, the more opportunity you have to separate modes. It depends on the vehicular traffic you want on the bridge.
- Susan: If you’re looking for feedback, I vote blue over green. We did a straw poll on this. The consensus was that you don't build one. But you proceeded to say, we don’t want you to answer these questions, do this instead. Was it because you weren't happy with our straw poll around that? The straw poll was a fair.
    - Heather: This gets back into process. One of the big decisions for construction impact recommendations is ultimately whether we should build a diversion bridge or detour traffic. To come to a recommendation, a lot of analysis is needed. The Environmental Impact Statement will give us technical information and input from stakeholders and the public on both options. Ultimately, everything will come together and the CTF will recommend a diversion bridge or detoured traffic as part of the recommend preferred alternative. The recommendation we're asking for now is whether we should be analyzing one temporary bridge versus a detour or two temporary bridges versus a detour? You will make the recommendation about which option to move forward with.

    - Susan: In order to justify the decision to the public, we need much more process. Ok, thank you. I still vote blue.
- Frederick: With 40,000 vehicles crossing per day, will a single bridge handle that? I'm assuming it will.
    - Steve: No, there's going to be some re-routing, just like there is today during this maintenance project.
- Howie: Does either option impact the glass roof plinth?
    - Steve: The green (twin) option overlaps it. The blue (single) option is close but may have proximity impacts. I can say it's less impactful than the green.
- Howie: Do we as a group need to worry about the additional costs of a single bridge versus a double bridge?
    - Steve: Cost is one of the factors.
- Jackie: With the single bridge option, why couldn't it be three lanes? Could one side be for pedestrians and another side be for bikes?
    - Steve: Can you? Yes. The consequence is one of those modes would have to cross all lanes of traffic on either end. It could if that's considered better to lane configuration.
- Ian: Is there no additional cost for the added construction time?
    - Steve: There is a small difference in time, but we didn't account for that impacting cost. We're not sure how to calculate that at this time.
- Timothy: Do we have a baseline for the construction costs?
    - Steve: It'll be $120-180M overall. We don't have that number yet. There is a construction time differential, but that has not been turned into a cost differential at this point.
- Frederick: About construction time… It's 6-9 months with piling in place. Is that all done in one window in the river?
    - Steve: It would likely lead into two windows. An aggressive contractor may be able to do it in one, but it would come with a significant cost premium.
- Neil: Building on Susan's point, it appears what we're doing is choosing which bridge to kick to the curb when the rubber hits the road later.
    - Heather: We will look at recommending a preferred alternative next summer. That's when we'll ask the CTF if you recommend building a temporary bridge or detouring all traffic.
- Gabe: What's the recommended volume of vehicle traffic on a single 42' span with two vehicle lanes versus four lanes?
    - Steve: I don't have that data today.
- Ed: I think the Steel bridge as two traffic lanes. What's the volume there?
    - Steve: 23,000.

  - Ed: If we're saying that works on the Steel bridge, as a ballpark figure, that might work here. Depends on time spread, commute times, variables… but it's around there. It's about 12,000 vehicles per lane per day.
  - Steve: There is, in an odd way, a benefit to having lanes reduced out there right now. The temporary bridge could reflect a similar scenario to today. It's hard to tell for sure.
- Gabe: When will the current maintenance project finish?
  - Steve: This November.
- Robert: It's a huge change that the single lane bridge width increased. Single is now an option.
- Kathy: This decision won't impact us until next summer. There will be more activity in the area, we will have more numbers available. Can this group come back in a year and use the new information? Or are we locking into one bridge right now?
  - Heather: If tonight the CTF recommends the blue (single) option, then the analysis we'd be doing is to compare a single diversion bridge to detouring traffic.
- Ed: Why does the green (twin) bridge option shut down the bridge?
  - Steve: In terms of building the east approach, the traffic can be pushed to the south. The green (twin) option takes more of the approach space, making us take everyone off the bridge for 1-2 years to reconstruct that portion.

Topic	Single Bridge	Twin Bridges
On-bridge Traffic	**42' clear width** 2 lanes + 1 multi-modal path + 2 sidewalks	**72' clear width** 4 lanes + 2 multi-modal path + 2 sidewalks
Construction Cost	Baseline	Additional $40-60M
Construction Time	Baseline	Additional 6 - 9 months
Alignment Safety	Baseline	More curvature = Less safe
Detour Need	No	Yes, Approx. 1 year
Ship Impacts	Baseline	Additional tug assists
Waterfront Park Impacts	Baseline	Additional 40' width overhead
In-water Resources Impacts	Baseline	Additional 40+ piles for the movable span piers
Freeway Impacts	Baseline	1-2 additional weekend closures

Penny: I'm hearing that you're leaning toward the single bridge. To make a formal recommendation, I'm going to go around the room and you'll say you support, accept or oppose the single bridge option.
The CTF made their recommendation for a single bridge as follows:

CTF Member	Recommendation: Move forward with studying a single temporary bridge.			Reasoning, if provided
	Support	*Accept*	*Oppose*	
Art	X			
Ed	X			
Frederick	X			
Gabe		X		
Howie		X		
Jackie		X		
Kathy		X		
Kiley	X			
Neil	X			Although, if the group really doesn't want a diversion bridge, we should vote for the double bridge so it's even less likely.
Paul	X			
Robert		X		
Sharon		X		
Stella		X		
Susan	X			If we have to have it, it should be a single bridge.
Timothy	X			

In summary, the 15 present CTF members unanimously recommended the single temporary bridge, with 8 members supporting and 7 members accepting.

DISCUSSION OUTCOME: THE CTF UNANIMOUSLY RECOMMENDS STUDYING A SINGLE TEMPORARY BRIDGE.

POLICY GROUP MEETING – JUNE 21, 2019

Heather provided an overview of the Policy Group and their role. She explained that at their next meeting, the project team will give them the CTF's recommendation of a single detour bridge and ask them to approve the recommendation. The project team will also talk to them about the high fixed bridge and evaluation criteria topics.

Steve shared a new development around the high fixed bridge requirements. The project team has learned that the Coast Guard has the legal right to impose a requirement that all vessels my pass. This includes the 147-foot-tall "The World Cruise Ship" that came through in 2015. If the high fixed bridge were held to that standard, it would add 1,000 feet to the length of the bridge. To that end, it's likely the high fixed bridge alternative will not be going into the formal NEPA phase.

- Timothy: Will the Policy Group be deciding if that goes on to the next phase?
    - Heather: The Policy Group is not making a decision on the fixed span alternative. When we go to the Policy Group on October 29, the Policy Group will get two recommendations. One is on which alternatives will move forward for study in the NEPA phase and the other is which criteria we will use to help inform the recommendation of a preferred alternative. We're assuming at this point that the recommendation will likely not include the high fixed option due to its scale based on this newfound requirement.

Penny asked the CTF to answer the question, "What is important for the CTF's ambassador Jackie, to share with the Policy Group on June 21?" Their responses follow.

CTF Member	What is important for the CTF's ambassador Jackie, to share with the Policy Group on June 21?
Art	-
Ed	It's good to emphasize with the Policy Group that this group has gone into detail when developing the evaluation criteria.
Frederick	Traffic considerations are really important. We don't have data yet, but again the combination of two projects going forward at the same time in a concern.
Gabe	I echo Robert *(comment below)*
Howie	-
Jackie	If we're going to say something about the choice between the two temporary bridges, we could say that the single bridge was the best choice of the two choices we were given. But the CTF has significant feelings toward not having a temporary diversion bridge at all.
Kathy	I continue to be concerned about the confluence of chaos with the Rose Quarter project.

CTF Member	What is important for the CTF's ambassador Jackie, to share with the Policy Group on June 21?
Kiley	-
Neil	-
Paul	-
Robert	I want to make sure the Policy Group knows one of the major pillars of the Emergency Medical System will be displaced by any temporary bridge.
Sharon	We've had seven meetings. That is significant. I'd like to emphasize the multiple construction projects and their timing.
Stella	I'm with Ed on emphasizing the evaluation criteria process we've gone through and the importance of that.
Susan	I want to recognize how important public safety is for everyone. It's a whole new category. We're also going to need more information on business impacts if the bridge is ultimately shut down without a temporary diversion bridge. How long can those business survive without the traffic? I want information on that: business viability with a long-term closure and any mitigation strategies that might go along with that.
Timothy	-

NEXT STEPS

Penny shared the following:

- The CTF will meet again on July 15.
  - The meeting will go over alternative refinements, cross-sections and the construction approach.
  - The group will meet from 5:30 to 8:30 p.m. on July 15, making that meeting one hour longer than normal. All CTF members but Stella agreed to this extended meeting length.
- The Policy Group meeting on June 21 is open to the public and all CTF members are welcome to attend.

Cassie noted that the CTF will have more time to review the updated version of the evaluation criteria between now and the next meeting. She encouraged folks to review them and come to the next meeting ready to dig into it.

ADJOURN

Penny adjourned the meeting.