



Multnomah County is creating an earthquake ready downtown river crossing.

## Community Task Force – Agenda Meeting #5

<b>Project:</b>	Earthquake Ready Burnside Bridge
<b>Subject:</b>	Community Task Force Meeting #5
<b>Date:</b>	May 6, 2019
<b>Time:</b>	Meeting 6:00 p.m. to 8:00 p.m. <i>(Refreshments from 5:30 p.m.)</i>
<b>Location:</b>	University of Oregon, White Stag Building – 70 NW Couch Street, Portland; White Box 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  
 Rina Eleanor Jimmerson, Central Eastside Industrial Council

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 overview of how key stakeholders in the immediate area will be engaged to understand potential project impacts and stakeholder needs
2. To continue to confirm the interests and values identified by CTF members have been recorded and reflected by the project team
3. To continue to review other considerations in the ongoing development of preliminary-draft evaluation criteria and identify potential gaps or other requirements

## Agenda:

Time	Session	Lead
6:00 p.m.	Introduction and Housekeeping <ul style="list-style-type: none"> <li>• Roundtable Introductions</li> </ul>	Alice Sherring
6:05 p.m.	Welcome and Project Update <ul style="list-style-type: none"> <li>• Project update and activities since we last met</li> <li>• Upcoming activities - Impacted Stakeholder Conversations <ul style="list-style-type: none"> <li>– Assessing project impacts</li> <li>– Understanding stakeholder needs and interests</li> <li>– During and after construction</li> </ul> </li> </ul>	Heather Catron Steve Drahota
6:15 p.m.	Public Comment <ul style="list-style-type: none"> <li>• <i>Meeting observers are welcome to provide comment at this meeting. Time limits will be determined by number of people desiring to make comment.</i></li> </ul>	Alice Sherring
6:20 p.m.	Ongoing Development of Preliminary-Draft Evaluation Criteria <ul style="list-style-type: none"> <li>• CTF discussion: <ul style="list-style-type: none"> <li>– <i>Are there interests and values missing?</i></li> <li>– <i>What else needs to be considered?</i></li> </ul> </li> </ul>	Alice Sherring
7:40 p.m.	Developing Preliminary-Draft Evaluation Criteria <ul style="list-style-type: none"> <li>• Criteria development process</li> <li>• Potential measures</li> </ul>	Jeff Heilman
7:50 p.m.	Next Steps <ul style="list-style-type: none"> <li>• Closing remarks and meeting evaluation</li> </ul>	Alice Sherring

*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](mailto:mike.j.pullen@multco.us)*



## Community Task Force Meeting

Department of Community Services  
Transportation Division

May 6, 2019

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## Agenda



1. Welcome & Introductions
2. Public Comment
3. Project Update
4. Ongoing Development of Preliminary-Draft Evaluation Criteria
5. Next Steps



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## 2. Public Comment



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## 3. Project Update

### Working/Focus Groups:

- Seismic Resiliency
- Transportation



### Upcoming Activities:

- Impacted Stakeholders Conversations
- PSU Open House – May 15



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# 4. Evaluation Criteria

## Development of Preliminary-Draft Evaluation Criteria

**Multnomah County is creating an earthquake-ready downtown river crossing.**  
April 29, 2019

**INTERESTS AND VALUES**

**EARTHQUAKE READY BURNSIDE BRIDGE**  
BETTER - SAFER - CONNECTED

(SHEET 1)

Business and Economy	Indirect impacts to Users/Buildings	Social Services	Community Resources	Parks	Historic Resources	Visuals and Aesthetics	Natural Resources	Sustainability
<p><b>What you said</b></p> <ul style="list-style-type: none"> <li>Minimize harm to local businesses</li> <li>Avoid displacement of any buildings</li> <li>Consider usability of area under bridge (i.e., American Medical response)</li> <li>Maintain access for customers to visit local businesses during construction and long-term</li> </ul>		<ul style="list-style-type: none"> <li>Minimize permanent displacements and relocations</li> <li>Avoid displacement of any buildings</li> <li>Minimize permanent, adverse access impacts</li> <li>Minimize disruption and relocation during construction</li> <li>Maintain access to social services during construction</li> </ul>	<ul style="list-style-type: none"> <li>Consider usability of area under bridge (i.e., skatepark, Saturday Market)</li> <li>Minimize impacts to festivals and events such as Rose Festival</li> <li>Maintain access to buildings during construction</li> </ul>	<ul style="list-style-type: none"> <li>Minimize impacts to parks on both sides of the river</li> <li>Support access to parks and the esplanade from the bridge, and in general</li> <li>Promote usability of area under the new bridge</li> </ul>	<ul style="list-style-type: none"> <li>Protect historic resources and the character of historic districts and neighborhoods (from direct and indirect impacts)</li> </ul>	<ul style="list-style-type: none"> <li>Consider views from the bridge, the esplanade and the water</li> <li>Enhance the visual look and feel - up close and far away, not obstructing</li> </ul>	<ul style="list-style-type: none"> <li>Protect air quality</li> <li>Protect environmental quality and water quality for fish and recreation</li> </ul>	<ul style="list-style-type: none"> <li>Balance short-term need and long-term legacy of the project - be smart and wise</li> </ul>
<p><b>What we heard</b></p> <ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Access</li> <li>Displacement</li> </ul> </li> <li>Construction                             <ul style="list-style-type: none"> <li>Access</li> <li>Displacement</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Access</li> <li>Displacement</li> </ul> </li> <li>Construction                             <ul style="list-style-type: none"> <li>Access</li> <li>Displacement</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Access</li> <li>Displacement</li> </ul> </li> <li>Construction                             <ul style="list-style-type: none"> <li>Access</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Access</li> <li>Displacement</li> </ul> </li> <li>Construction                             <ul style="list-style-type: none"> <li>Access</li> <li>Displacement</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Displacement</li> <li>Contact</li> <li>Indirect</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>View sheds/corridors</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Air quality</li> <li>Water quality</li> <li>Aquatic species</li> </ul> </li> <li>Construction                             <ul style="list-style-type: none"> <li>Air quality</li> <li>Water quality</li> <li>Aquatic species</li> </ul> </li> </ul>	
<p><b>Additional input from team</b></p> <ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Development Potential</li> </ul> </li> <li>Construction                             <ul style="list-style-type: none"> <li>Regional economy</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Noise</li> <li>View and light/shadow</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Level of service</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Alternatives                             <ul style="list-style-type: none"> <li>Functionality</li> </ul> </li> <li>Construction                             <ul style="list-style-type: none"> <li>Functionality</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Construction                             <ul style="list-style-type: none"> <li>Displacement</li> <li>Indirect</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Construction                             <ul style="list-style-type: none"> <li>Intrusion of temporary structures</li> </ul> </li> </ul>		

Community Task Force - Interests and Values | April 2019 | Page 1



# 5. Next Steps

## Development of draft Criteria Development

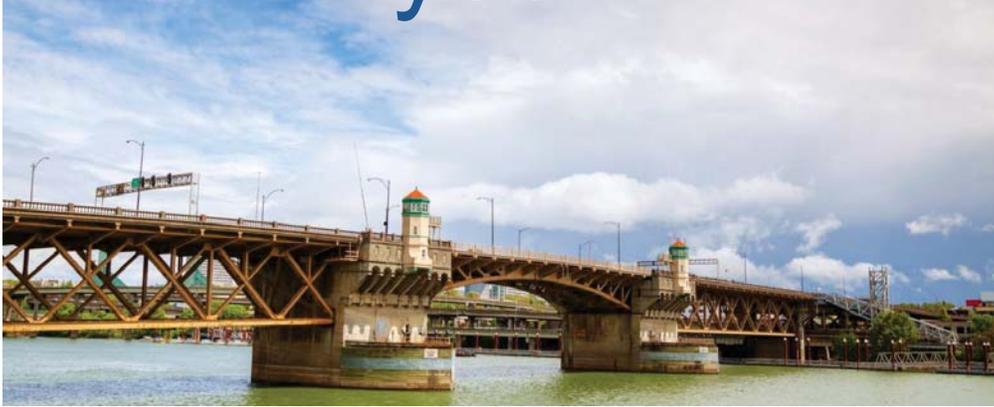
### SASG Meeting – May 13

#### Next CTF meetings

- May 20, 2019
- June 3, 2019
- July 15, 2019



# Thank you!



# INTERESTS AND VALUES

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

(SHEET 1)

	<i>Business and Economy</i>	<i>Indirect Impacts to Uses/Buildings</i>	<i>Social Services</i>	<i>Community Resources</i>	<i>Parks</i>	<i>Historic Resources</i>	<i>Visuals and Aesthetics</i>	<i>Natural Resources</i>	<i>Sustainability</i>
<b>What you said</b>	<p>Minimize harm to local businesses</p> <p>Avoid displacement of any buildings</p> <p>Consider usability of area under bridge (i.e., American Medical Response)</p> <p>Maintain access for customers to visit local businesses during construction and long-term</p>		<p>Minimize permanent displacements and relocations</p> <p>Avoid displacement of any buildings</p> <p>Minimize permanent, adverse access impacts</p> <p>Minimize disruption and relocation during construction</p> <p>Maintain access to social services during construction</p>	<p>Consider usability of area under bridge (i.e., Skatepark, Saturday Market)</p> <p>Minimize impacts to festivals and events such as Rose festival</p> <p>Maintain access to buildings during construction</p>	<p>Minimize impacts to parks on both sides of the river</p> <p>Support access to parks and the esplanade from the bridge, and in general</p> <p>Promote usability of area under the new bridge</p>	<p>Protect historic resources and the character of historic districts and neighborhoods (from direct and indirect impacts)</p>	<p>Consider views from the bridge, the esplanade and the water</p> <p>Enhance the visual look and feel - up close and far away, not obstructing</p>	<p>Protect air quality</p> <p>Protect environmental quality and water quality for fish and recreation</p>	<p>Balance short-term need and long-term legacy of the project - be smart and wise</p>
<b>What we heard</b>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Access</li> <li>• Displacement</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Access</li> <li>• Displacement</li> </ul>		<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Access</li> <li>• Displacement</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Access</li> <li>• Displacement</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Access</li> <li>• Displacement</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Access</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Access</li> <li>• Displacement</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Access</li> <li>• Displacement</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Displacement</li> <li>• Context</li> <li>• Indirect impacts</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• View sheds/corridors</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Air quality</li> <li>• Water quality</li> <li>• Aquatic species</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Air quality</li> <li>• Water quality</li> <li>• Aquatic species</li> </ul>	
<b>Additional input from team</b>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Development Potential</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Regional economy</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Noise</li> <li>• View and light/shadow</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Level of service</li> </ul>		<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>• Functionality</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Functionality</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Displacement</li> <li>• Indirect impacts</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Intrusion of temporary structures</li> </ul>		

# INTERESTS AND VALUES

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(SHEET 1)

	<i>Business and Economy</i>	<i>Indirect Impacts to Uses/Buildings</i>	<i>Social Services</i>	<i>Community Resources</i>	<i>Parks</i>	<i>Historic Resources</i>	<i>Visuals and Aesthetics</i>	<i>Natural Resources</i>	<i>Sustainability</i>
<b>Input from CTF requiring clarification</b>			Consider use by transient community and homeless	Being a resident without a local employer, Eastside gets forgotten and there are underserved communities there. Consider Central Eastside, don't want to minimize momentum: Don't want stacking, obstructed space, limiting parking	Access to the whole area		<p>Future-proofing of aesthetics; percentage of cost going to aesthetics as measure</p> <p>Bridge defines Portland, engineering, Importance to Portland</p> <p>Don't visually overwhelm</p>		

# INTERESTS AND VALUES

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

(SHEET 2)

	<i>Personal Safety &amp; Non-Transportation Safety</i>	<i>River Navigation</i>	<i>Active Transportation and ADA</i>	<i>Motor Vehicles/ Freight</i>	<i>Emergency Vehicles</i>	<i>Utilities</i>	<i>Transit</i>	<i>Seismic Resiliency</i>	<i>Cost</i>	
<b>What you said</b>	<p>Promote safety and comfort through lighting, visibility, connection points: crime prevention through environmental design (CPTED) Techniques – ensure bridge doesn't encourage crime</p> <p>Make areas below the bridges on land safe for everyone</p>	(moved to design criteria)	<p>Access/Connectivity: Maintain and improve access and connections for bikes, peds, ADA</p> <ul style="list-style-type: none"> <li>- Esplanade</li> <li>- Riverbanks</li> <li>- Businesses</li> <li>- Services</li> <li>- Parks</li> </ul> <p>Ensure accessibility for different users</p> <p>Ease of use, particularly for people in a wheelchair/disabled.</p> <p>Safety/Comfort: Ensure safe, comfortable and welcoming ped and bike facilities:</p> <ul style="list-style-type: none"> <li>- Ramps should not be too steep (consider icy conditions and emergencies) even to the Esplanade</li> <li>- Bridge camber allows all to cross</li> <li>- Wide sidewalk and bike lanes</li> <li>- Separate bike from ped and all from motor vehicles</li> </ul> <p>Have places for bikes and peds to linger</p>	<p>Access/Connectivity: Maintain access and connections for motor vehicles to neighborhoods and other uses.</p> <p>Provide approaches that promote access and safety</p> <p>Ensure bridge allows for freight and large truck use in both directions</p> <p>Capacity/Congestion: provide travel capacity for commuters and all modes</p> <p>Consider future traffic volumes</p> <p>Consider traffic impacts caused by bridge lifts</p> <p>Promote efficiency for all modes</p> <p>Safety for traffic on bridge, avoid S-curve</p> <p>Provide adequate width for car lanes (e.g., Hawthorne bridge has too narrow car lanes)</p> <p>Preserve on-street parking in the vicinity</p> <p>Traffic flow across river isn't harmed during construction</p>	<p>Minimize traffic pinch points to reduce emergency travel times</p> <p>Ensure first responders can cross the river after the project</p> <p>Smooth and unencumbered access for emergency vehicles during construction</p> <p>Minimize choke points like I-84 and I-205N; ensure shoulders are available.</p>			<p>Maintain routes for transit commuters during construction, but don't sacrifice long term benefits</p>	<p>Expedite project to be in place before an earthquake</p> <p>Emergency response will be improved with a wider bridge</p> <p>Travel for motor vehicles post-earthquake</p> <p>Ensure that bridge components have post-event reparability</p> <p>Emergency response will be improved with a fixed bridge</p>	<p>Promote ease of long-term maintenance, lower maintenance costs and construction cost</p>

# INTERESTS AND VALUES

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

(SHEET 2)

	Personal Safety & Non-Transportation Safety	River Navigation	Active Transportation and ADA	Motor Vehicles/ Freight	Emergency Vehicles	Utilities	Transit	Seismic Resiliency	Cost
What you said			<p>Make the bridge accessible, comfortable and inviting for all ages</p> <p>Design should avoid need to regularly block bike and ped for maintenance</p> <p>Promote efficiency for all modes</p> <p>Maintain routes for ped commuters during construction, but don't sacrifice long term benefits</p>	<p>Travel speed for all modes</p> <p>Traffic flow disruptions during construction: timelines, lift times</p> <p>Maintain access to the neighborhoods during construction</p>					
What we heard	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>CPTED principles</li> </ul>	(moved to Design Criteria)	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>Access / connectivity</li> <li>Capacity</li> <li>Travel time</li> <li>Safety/Comfort</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Access/connectivity</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>Access / connectivity</li> <li>Capacity</li> <li>Travel time</li> <li>Safety</li> <li>On-street Parking</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Access</li> <li>Travel time</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>Access</li> <li>Travel time</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Access</li> <li>Travel time</li> </ul>		<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Access</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>Duration to resilient bridge completion</li> <li>Post-earthquake operability and reparability confidence</li> <li>Post-earthquake emergency vehicle access</li> </ul> <p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Duration to resilient bridge completion</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>Long-term maintenance</li> <li>Direct construction</li> </ul>
Additional input from team		<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Temporary direct</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Travel time</li> </ul>	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Safety</li> <li>On-street Parking</li> <li>Capacity</li> </ul>		<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>Major utility impacts (e.g.,</li> </ul>	<p><b>Alternatives</b></p> <ul style="list-style-type: none"> <li>Streetcar readiness</li> <li>Bus accessibility</li> </ul>		<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Temporary direct</li> </ul>

# INTERESTS AND VALUES

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

(SHEET 2)

	Personal Safety & Non-Transportation Safety	River Navigation	Active Transportation and ADA	Motor Vehicles/ Freight	Emergency Vehicles	Utilities	Transit	Seismic Resiliency	Cost
Additional input from team		<ul style="list-style-type: none"> <li>Temporary indirect</li> </ul>				Ankeny Pump Station)  <b>Construction</b> <ul style="list-style-type: none"> <li>Major utility impacts (e.g., Ankeny Pump Station)</li> </ul>	<b>Construction</b> <ul style="list-style-type: none"> <li>Travel times</li> </ul>		<ul style="list-style-type: none"> <li>Temporary indirect</li> </ul>
Input from CTF requiring clarification			Connections: <ul style="list-style-type: none"> <li>ADA access challenges and feasibility</li> <li>What's the easiest?</li> </ul>	Comparisons to other crossing for success metrics				Emergency response times  Make the best long-range decision	Cost factors: fixed vs. lift vs. rise, long-term effects, longevity, alternative modes, vision zero