



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

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September 21, 2020

Community Task Force – Agenda Meeting #17

Project:	Earthquake Ready Burnside Bridge
Subject:	Community Task Force Meeting #17
Date:	September 21, 2020
Time:	<i>Early Arrivals: 5:30 p.m. – 6:00 p.m.</i> Meeting Timing: 6:00 p.m. to 8:00 p.m.
Location:	WebEx Virtual Meeting

TASK FORCE MEMBERS

CONTINUING:

Art Graves, Multnomah County Bike and Pedestrian Citizen Advisory Committee
 Ed Wortman, Community Member
 Frederick Cooper, Laurelhurst Neighborhood Emergency Team and Laurelhurst Neighborhood Association
 Gabe Rahe, Burnside Skate Park
 Howie Bierbaum, Portland Saturday Market
 Jackie Tate, Community Member
 Paul Leitman, Oregon Walks
 Jennifer Stein, Central City Concern
 Robert McDonald, American Medical Response
 Marie Dodds, AAA of Oregon
 Neil Jensen, Gresham Area Chamber of Commerce
 Peter Finley Fry, 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

RETIRING:

Cameron Hunt, Portland Spirit
 Dan Lenzen, Old Town Community Association
 Kiley Wilson, Portland Business Alliance

NEW:

Dennis Corwin, Portland Spirit
 Jane Gordon, University of Oregon
 Peter Englander, Old Town Community Association

PROJECT TEAM MEMBERS

Megan Neill, Multnomah County
 Ian Cannon, Multnomah County
 Mike Pullen, Multnomah County
 Heather Catron, HDR
 Cassie Davis, HDR
 Steve Drahota, HDR
 Liz Stoppelman, HDR
 Jeff Heilman, Parametrix
 Allison Brown, JLA
 Sarah Omlor, EnviroIssues





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Meeting Purpose:

- Review community feedback from summer outreach on recommended Preferred Alternative for Bridge Option and Traffic during Construction
- Confirm or modify recommended Preferred Alternative and comments to share with Policy Group
- Kickoff Bridge Type Selection Phase by reviewing Type Selection process and updated CTF Charter

Agenda:

Time	Session	Lead
5:30 p.m.	<i>Early Arrivals</i> <ul style="list-style-type: none"> • <i>WebEx meeting platform will be available for folks that want to join early and test computer functions before meeting start</i> 	Project Team
6:00 p.m.	Welcome, Introductions and Housekeeping <ul style="list-style-type: none"> • Meeting protocols • Round table introductions 	Allison Brown
6:05 p.m.	Public Comment <ul style="list-style-type: none"> • Acknowledge Any Public Comments Received 	Allison Brown
6:20 p.m.	Recommended Preferred Alternative Review <ul style="list-style-type: none"> • Review summer outreach feedback • Confirm/Modify recommendation: <u>CTF Discussion:</u> <ul style="list-style-type: none"> • Thumbs up, middle, down • Comments to carry to the PG 	Allison Brown
7:00 p.m.	Moment of Recognition and Appreciation <ul style="list-style-type: none"> • Thank you CTF for your work in recommending a PA for the Earthquake Ready Burnside Bridge 	Allison Brown/ All
7:10 p.m.	Kickoff Bridge Type Selection Phase <ul style="list-style-type: none"> • Overview • Workplan • Charter 	Heather Catron/ Steve Drahota
7:45 p.m.	Thank you and Next Steps	Heather Catron/ Allison Brown
8:00 p.m.	Adjourn	All



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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

Round 2 Engagement Summary



Overview

Multnomah County conducted the second of three rounds of planned outreach and engagement activities with identified stakeholder groups and the general public for the project’s Environmental Review phase from January through September 2020.

The purpose of Round 2 (R2) Engagement was to inform the public of the status of the project and to seek input on the Recommended Preferred Bridge Alternative and traffic management option during construction to be included in the draft Environmental Impact Statement in early 2021. The Community Task Force recommended:

- The Replacement Long Span Alternative
- Full bridge closure during construction

Inside this report

- Key Findings Overview
- Public Outreach and Engagement
 - Briefings
 - Phone Canvassing
 - Diversity Equity and Inclusion
 - Online Open House and Survey
 - Who We Heard From
 - Media and Notifications
- Future Considerations



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R2 Engagement also sought to establish contact with and understand the needs and perspectives of stakeholders, including organizations and neighbors located near the project and members of communities who are historically underserved and underrepresented (as identified in the project’s Diversity, Equity, and Inclusion Plan).

The onset of the COVID-19 pandemic in Oregon beginning in March 2020 greatly affected the outreach strategy. The project team had to quickly adjust to digital and socially distant outreach measures. No tabling or in-person focus group events were held.

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Public Outreach Activities

R2 outreach and engagement activities included:

70+	Briefings to agencies, individuals, and organizations
19	DEI organizations reached
23,000+	Unique visitors to the online open house and survey
6,800+	Survey responses
6	In-language translations of the online open house and materials
38	Social media posts and advertisements
2,578	E-newsletter recipients
3	Project videos
2	News releases and E-newsletters
2	Banners over the Burnside Bridge
147	Businesses contacted via phone canvassing
41,901	Flyers mailed
7	Media interviews

Key Findings Overview

Broad input was received encompassing a large range of perspectives. This report summarizes themes identified in this input. Key findings include:

- Strong public support for the recommended Preferred Bridge Alternative: Replacement Long Span.
- Strong public support for the recommendation to fully close the bridge during construction.

Public Involvement Goals

Awareness

Build awareness and share information through regular, meaningful, and consistent project communications about the important role this project plays in creating an earthquake-ready river crossing in downtown Portland.

Transparency

Inform all stakeholders and community of how the project team has thoroughly considered their feedback, interests, issues, and concerns in project solutions and transparently communicate how project decisions are being made.

Inclusion

Provide equitable, inclusive, and accessible opportunities for stakeholders and community to influence and shape the project by reducing participation barriers, ensuring culturally responsive practices, and offering diverse ways for all people to participate in project conversations.

Coordination

Engage and build authentic relationships with agencies, industry stakeholders, and County departments, securing cross-government coordination, commitment, alignment, and industry readiness, to realize the Earthquake Ready Burnside Bridge in the future.

- High levels of engagement among the skating community who support the preservation of the Burnside Skatepark.
- Similar levels of support for the two recommendations among DEI respondents as all survey respondents.

Activity: Briefings

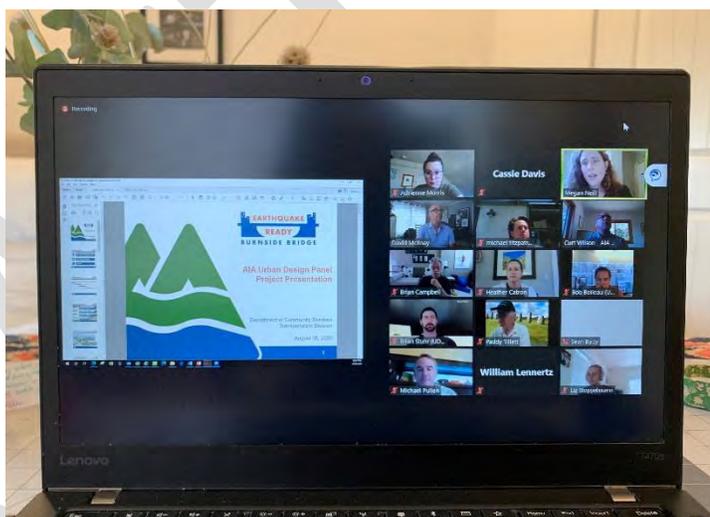
Purpose

From January through September 2020, the project team conducted over 70 briefings with community organizations, individuals, agencies and elected officials. The intent of the briefings was to keep stakeholders and interested groups up-to-date and engaged with the project, initiate and build meaningful relationships and gather community input to inform the project, process and environmental analysis.

Opportunities to request a project briefing were offered through emails, phone calls, project newsletters, social media, and the project website.

Generally, information presented and engaged upon during the briefings included:

- Project overview, timeline and purpose
- Range of bridge alternatives being studied in the EIS
- Traffic management options being studied in the EIS
- Input on a recommended Preferred Alternative and traffic management options during construction
- Input on specific items of interest to the stakeholder and people they represent
- Outreach activities and ways to keep people engaged and provide input
- Next steps in the process



Online briefing with American Institute of Architects – Urban Design Panel of Oregon held in August 2020



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Briefings were provided to a number of different stakeholders and community organizations representing various interests, including:

- Transportation (pedestrians and people with ambulatory devices, bicyclists, transit users, drivers and freight movers)
- Emergency response and resiliency
- Social services
- Diversity, Equity and Inclusion and BIPOC communities
- Neighborhoods
- Right of way and property owners
- Residents
- Businesses
- Historic resources
- Visual aesthetics and urban design
- Parks and community spaces and activities
- River users
- Natural resources
- Local, regional, state and federal agencies and elected officials

Below is a summary of the most frequently heard themes:

- General support and understanding of the project and need for a seismically resilient downtown river crossing
- Support for the Replacement Long Span as the recommended Preferred Alternative
- Interest in long term transportation facilities including safer, protected bike and pedestrian paths, ADA access and accommodating future transit needs
- Short term and long term impacts to Eastbank Esplanade
- Concern for impacts to historic resources including the Burnside Bridge and Burnside Skatepark
- Interest in the future design of the bridge including what it will look like and how it will fit into the urban fabric and environments on both sides of the river
- Concern about impacts to social services, houseless community and vulnerable populations



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- Recognition of the cost and impacts associated with building a temporary bridge and a desire to save money and time by closing the bridge and detouring to adjacent bridges
- Interest in ways to address traffic during construction if bridge is fully closed including things like detour routes, transit impacts and rerouting, access and safety
- Interest in funding, both in how it could impact them as a tax payer and desire to find more money to make sure the project gets done
- Interest in contracting opportunities for disadvantaged and underserved community groups, community benefit agreements and workforce development trainings
- Concern for access, right of way and construction impacts to surrounding property owners, residents, parks and community activities

A full list of stakeholders that the project team met with during this time can be found in Appendix A.

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Activity: Business Phone Canvassing

Purpose

In August 2020, project team members made 147 phone calls to businesses near the Burnside Bridge to build awareness about the project and direct business owners to the online open house to share input on the two key recommendations being made regarding the Preferred Bridge Alternative and Traffic Options During Construction. Canvassing also aimed to further build the project email list and gather input on preferred outreach and information methods.

Summary

The canvassing area had a roughly two to three blocks radius (about a quarter mile) from Burnside Street on both sides of the river's edge and excluded stakeholders who have already been briefed on the project, such as social service providers. Canvassing began after the online open house opened on August 3 and following the arrival of a direct mailer which was sent to over 41,000 addresses in about a one-mile radius of the bridge.

Due to COVID-19, many businesses, especially in Downtown Portland, were temporarily closed which impacted the amount of successful connections. The Project team left voicemails when possible and sent follow-up emails if email addresses were offered.

Outcomes	Number of businesses
Conversations	37
Voicemails	47
Follow-up Emails	27
Total calls attempted	147

Of the 147 total businesses contacted, the Project team was able to talk to 37 business owners or employees. Most of the people spoken to were appreciative for the project update and interested in visiting the online open house. Many were unaware of the project. Two businesses had specific questions or concerns and received additional follow-up responses from Multnomah County.



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Activity: Diversity, Equity, and Inclusion Outreach

Purpose

Multnomah County partnered with the Community Engagement Liaisons (CELS) Program to continue bridging relationships and engaging with currently and historically underserved and underrepresented communities. The liaisons' efforts engaged the Black and African American, Native American, Vietnamese, Chinese, Latinx, Japanese, Arabic, and Russian and Ukrainian communities. These communities were identified in 2019 based on frequently spoken languages within a one-mile radius of the project area and/or because of historical and cultural roots in the project area.

Considering the impacts of the COVID-19 pandemic to vital in-person engagement opportunities, the liaisons employed several methods to help inform and gather input from their respective communities during the month of August 2020 (see table below). These methods ranged from one-on-one telephone calls, outreach to community-based organizations and culturally specific media outlets.

Multnomah County recognized the importance of variety and flexibility in outreach methods to allow for culturally appropriate engagement across communities, especially in a time of the public health crisis. Each community engagement liaison worked with their respective community members and community-based organizations (CBO's) to use activities that were desired and appropriate for that community.

There was a total of 355 respondents to the translated survey sites. For comparison, there were 182 participants reached through focus group during Round 1 engagement in 2019.



Online open house ad in Portland Chinese Times newspaper, August 2020



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Chart of outreach activities per community

	Phone or Zoom briefings	CBO outreach	Business Phone Canvassing/ flyer	Social Media	Print Media	Radio/ Television
Black and African American	X		X	X	X	X
Native American	X	X	X	X		
Arabic	X	X	X	X		
Chinese	X		X	X	X	
Japanese		X	X	X	X	
Vietnamese	X	X	X		X	
Latinx	X	X	X	X	X	X
Russian/Ukrainian	X	X	X	X	X	X

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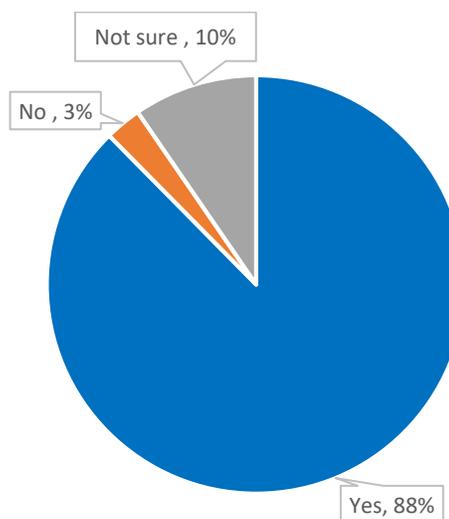
Summary of findings: Diversity, Equity, and Inclusion Outreach

QUESTION 1, DEI respondents: Is the recommended Replacement Long Span option the right choice for an earthquake-ready Burnside Bridge?

88% of the 355 DEI respondents for this question agreed that the Replacement Long Span was the right choice for an earthquake-ready Burnside Bridge.

3% did not agree and 10% were not sure.

The percentage of respondents who agreed with the recommendation was consistent with the findings for all survey respondents. However, the percentage of DEI respondents that was not sure was higher at 10% compared to 4% for all survey respondents. The percentage of DEI respondents that did not agree was lower at 3% compared to 8% for all survey respondents.



QUESTION 2, DEI respondents: Why do you feel this way?

Of the 88% who agreed, the most common themes were seismic resiliency/safety, cost savings, general agreement/least impact, and construction time savings.

These four topics were similar to the most common themes from the aggregate survey respondents with the exception that DEI respondents ranked construction time savings much higher than the overall respondents and did not cite the preservation of the Burnside Skatepark as a primary concern.

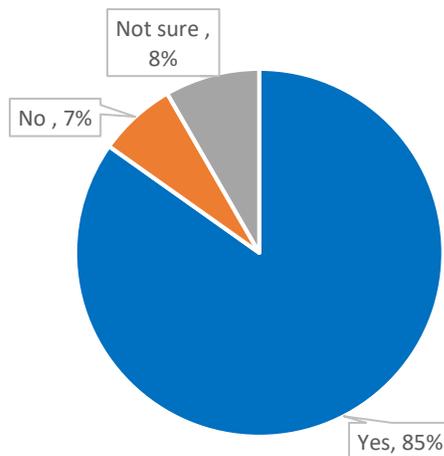
Of the 13% who did not agree or were not sure, many respondents noted that they did not feel qualified to weigh in because they were not trained professionals in the field of bridge engineering or design. Some respondents did not agree with the threat of a major earthquake in the area or that the cost of the project was justified.

QUESTION 3, DEI respondents: Is a full bridge closure the right choice to manage traffic during construction?

85% of the 336 DEI respondents for this question agreed that a full bridge closure is the right choice to manage traffic during construction.

7% did not agree and 8% were not sure.

These results are largely consistent with the findings for all survey respondents.



QUESTION 4, DEI respondents: Why do you feel this way?

Of the 85% who agreed, the most common themes were construction time savings, cost savings, safer for crews and bikes/pedestrians, and environmental factors.

Construction time savings and cost savings were also the top themes for the aggregate survey responders. However, DEI respondents also brought up safety concerns for those who would be working on or using the temporary bridge as well as greater emphasis on the reduced impacts to the environment.

Of the 15% who did not agree or were not sure, most respondents were concerned with the traffic impacts from a full bridge closure.

QUESTION 5, DEI respondents: Is there anything else you would like to share with us?

The most common themes were praise and urgency, specifically for multi-lingual and diverse outreach, support for an iconic aesthetic, and environmental concerns.

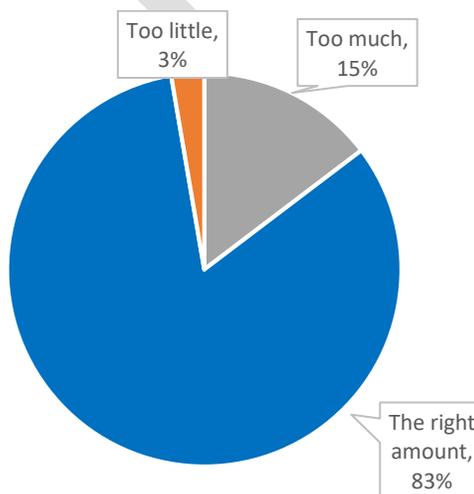
Praise and urgency for the project was a top theme for the aggregate survey respondents. However, DEI respondents elevated themes around supporting an iconic bridge design and environmental preservation more so than aggregate survey respondents.

QUESTION 6 (SURVEY EVALUATION), DEI respondents: What do you think about the amount of information presented?

85% of the 334 total respondents for this question said that the online open house had presented the right amount of information.

3% said it was too little and 15% felt it was too much.

The percentage of DEI respondents who felt it had been the right amount of information was consistent with the findings for all survey respondents. However, the percentage of DEI respondents that felt it had been too much information was over three times higher at 15% compared to 4% for all survey respondents. The percentage of DEI respondents that felt it was too little information was lower at 3% compared to 8% for all survey respondents.



This difference in the amount of effort preferred supports having a flexible approach to outreach that can adapt to individual communities. The overall response to this round of engagement was mostly positive, but there are ongoing opportunities to continue working closely with the CEL Program and other community representatives to tailor the information and outreach methods to their community's needs.



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Activity: Online Open House and Survey

Purpose and Reach

The online open house and survey was available to the general public from August 3 through August 31, 2020. The sites remained open to Community Engagement Liaisons through September 7th to allow them more flexibility to engage with their communities. The online open house and survey provided an opportunity for people to learn about the status of the project and review and provide input on the recommended Preferred Alternative and traffic management option during construction. The online open house and survey included two animated videos, captioned in seven languages, presenting the reasons why the two recommendations were made along with some of the major considerations. The videos are available to view on Multnomah County’s YouTube channel:

- [Recommended Preferred Alternative video](#) (>5.8k views as of 9/8/20)
- [Recommended Traffic Option During Construction video](#) (>700 views as of 9/8/20)

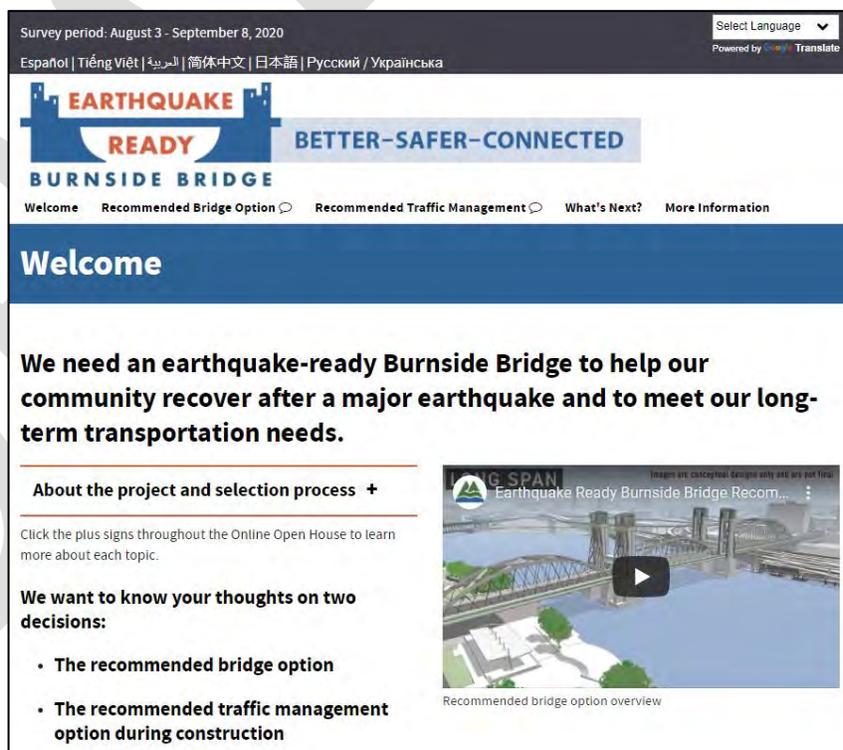
Open house visitors could also watch a [video tour](#) of the bridge (>300 views as of 9/8/20).

The online open house and survey received over 23,000 unique visitors and over 6,800 responses. The survey included a mix of qualitative and open-ended questions. It also included travel mode and demographic information.

As an outreach and engagement tool, survey respondents were self-selected, and the results were not intended to be statistically valid.

Stakeholders were notified of the sites through a variety of notifications outlined in the Media and Notifications section in this report.

Complete survey results are included in Appendix B.



Survey Results and Comment Themes

A total of 6,827 people answered at least one survey question for this R2 survey, compared to 830 in R1. This number includes all liaison contacts. The number of responses to individual questions varied because survey participants were able to answer as many or as few questions as they chose. All graphs reflect the total number of responses to each individual question.

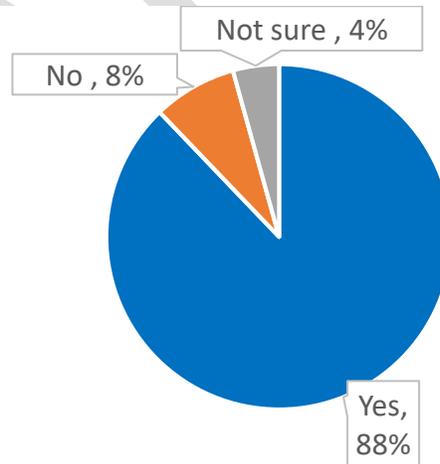
The Instagram account representing the Burnside Skatepark, a major project stakeholder, posted about the online open house and survey twice over the course of the survey period and drove significant traffic to the site. The spike in survey responses following these posts made up approximately 30% of the total responses received. However, there was no significant difference in the distribution of these respondents who agreed or disagreed with the recommendations compared to all responses. All responses are therefore included in the aggregate data below.

A randomized sample of about 60% of the total written comments for each open-ended question was analyzed due to the large number of comments received.

QUESTION 1: Is the recommended Replacement Long Span option the right choice for an earthquake-ready Burnside Bridge?

88% of the 6,796 total respondents for this question agreed that the Replacement Long Span was the right choice for an earthquake-ready Burnside Bridge.

8% did not agree and 4% were not sure.



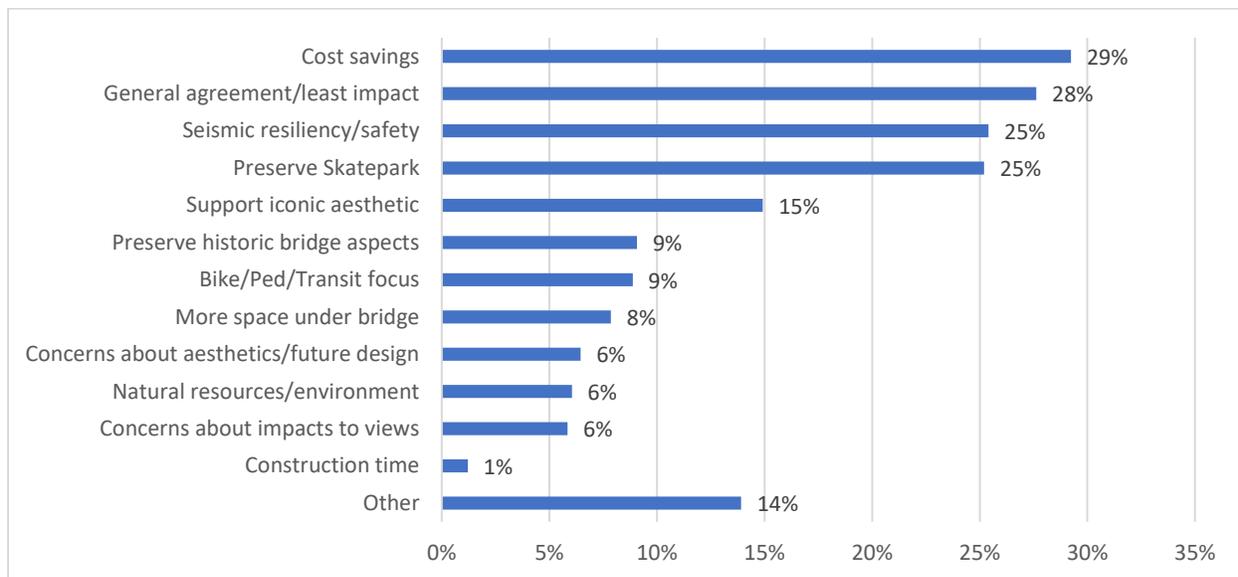


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QUESTION 2: Why do you feel this way?

The distribution of major themes for the 88% of respondents who agreed with the recommendation are:



- Cost savings** – Comments citing project cost savings as a reason to support the Long Span alternative.
- General agreement/least impact** – Comments that are in general agreement with the Long Span alternative because it has the least impact without citing anything more specific.
- Seismic resiliency/safety** – Comments referring to increased safety and seismic resiliency due to fewer columns in unstable soil. Most comments were in support of the preferred alternative because it presents the least risk in the event of an earthquake.
- Preserve Skatepark** – Comments supporting the preservation of the Burnside Skatepark as an important cultural resource and world-renowned landmark that attracts visitors.
- Support iconic aesthetic** – Comments in support of the new bridge designs or sharing a preference for one of the renderings (the Cable Stayed option was the most common). Many respondents were excited about the opportunity to create a visually striking bridge.
- Preserve historic bridge aspects** – Comments supporting the retrofit option or keeping elements of current bridge to pay homage to its history, in particular, the current bridge towers.
- Bike/Ped/Transit focus** – Comments expressing the importance of prioritizing bicyclists, pedestrians, and public transit including praise for separate bike lanes and sidewalks.
- More space under bridge** – Comments in support of having fewer columns and more space under the bridge that can be used by the community.
- Concerns about aesthetics/future design** – Comments disapproving of the conceptual designs because they do not fit the Portland aesthetic or are outdated and overwhelming.



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Natural resources/environment – Comments advocating for the preservation of natural resources and in support of the Long Span alternative because its smaller footprint will have fewer impacts on the river, shoreline, and other environmental aspects.

Concerns about impact to views – Concerns about the Long Span alternative obstructing views of downtown Portland and overall impact to the city skyline.

Construction Time – Comments referring to the duration of construction time typically in support of the long span for its shorter construction period. Comments relating less construction time to less impact to the community.

Other – Comments encompassing a wide array of topics, each accounting for less than 2% of the total comments. Topics include preferences around cable, arch, or truss bridge types, general disagreement with preferred alternative without any specific reason provided.

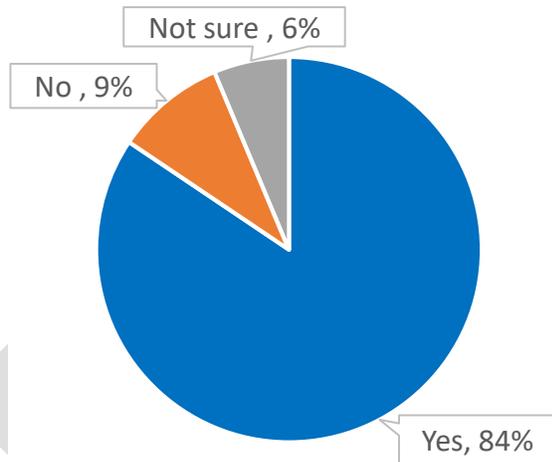
Survey response analysis found that the 8% of respondents who did not agree with the recommended long-span option were primarily concerned with the Long Span aesthetics, the loss of the current historic bridge, and negative impacts of the above-deck support structure to views of Downtown, East Portland, and the Portland Oregon sign. A minority of respondents felt that the retrofit alternative would have the least impact to natural resources and the recommended alternative would destroy all or a portion of the Burnside Skatepark. These concerns are not supported by the current environmental analysis and suggest that these are areas where additional clarifying information is needed to aid accurate understanding by stakeholders.

The 4% of respondents who said they were not sure had similar concerns as those who did not agree, but several also shared that they were unsure if the cost of the entire project was justified when there are many other social issues that could benefit from the funds, such as addressing houselessness.

QUESTION 3: Is a full bridge closure the right choice to manage traffic during construction?

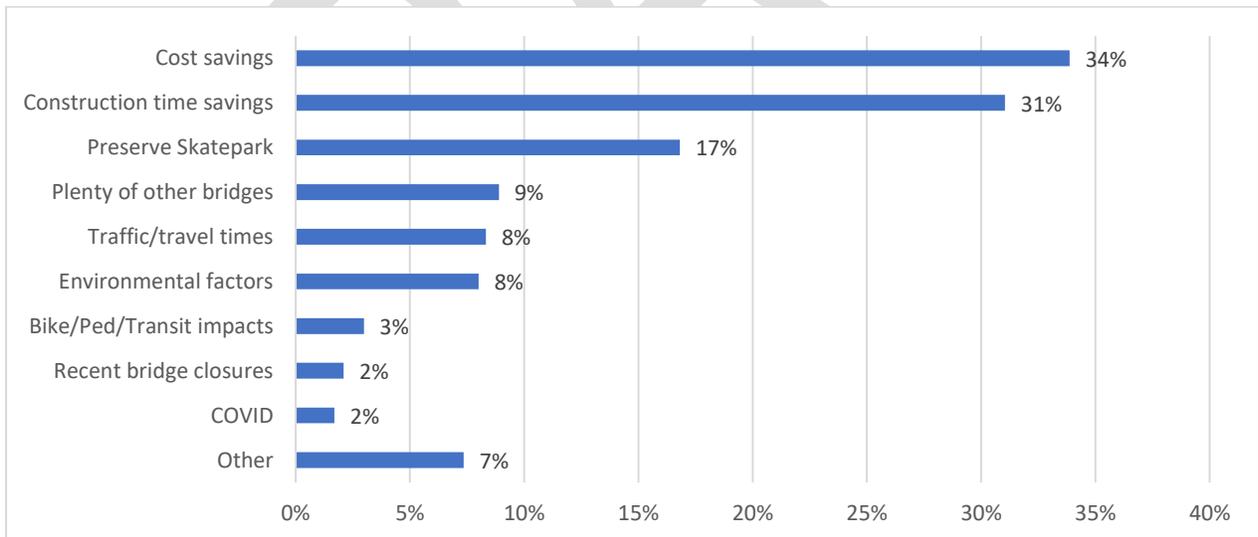
84% of the 5,111 total respondents for this question agreed that a full bridge closure is the right choice to manage traffic during construction.

9% did not agree and 6% were not sure.



QUESTION 4: Why do you feel this way?

The distribution of major themes for the 84% of respondents who agreed with the recommendation was:





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Cost savings– Comments citing project cost savings as a reason to support the full closure and not build a temporary bridge.

Construction time savings – Comments citing the shorter construction time as a reason to support the full closure and not build a temporary bridge.

Preserve Skatepark – Comments supporting the preservation of the Burnside Skatepark under the east approach of the bridge and its importance as a cultural resource for Portland and the international skating community.

Plenty of other bridges – Comments expressing that the many other bridges in the surrounding area will be able to absorb the additional traffic during a full closure.

Traffic/travel times – Comments concerning increased traffic/congestion and/or travel times due to a full bridge closure, or construction in general.

Environmental factors – Comments citing lower environmental impacts including requiring fewer resources and lowering carbon emissions with the full closure.

Bike/Ped/Transit impacts – Comments about bicycle, pedestrian, and transit impacts during construction and the idea that a full bridge closure could be a catalyst for many to switch their commutes to methods of active transportation instead of driving.

Recent bridge closures – Comments expressing that the region has adapted to other recent closures on the Burnside, Sellwood, and Morrison bridges and will be able to do so again during a full closure of the Burnside Bridge during construction.

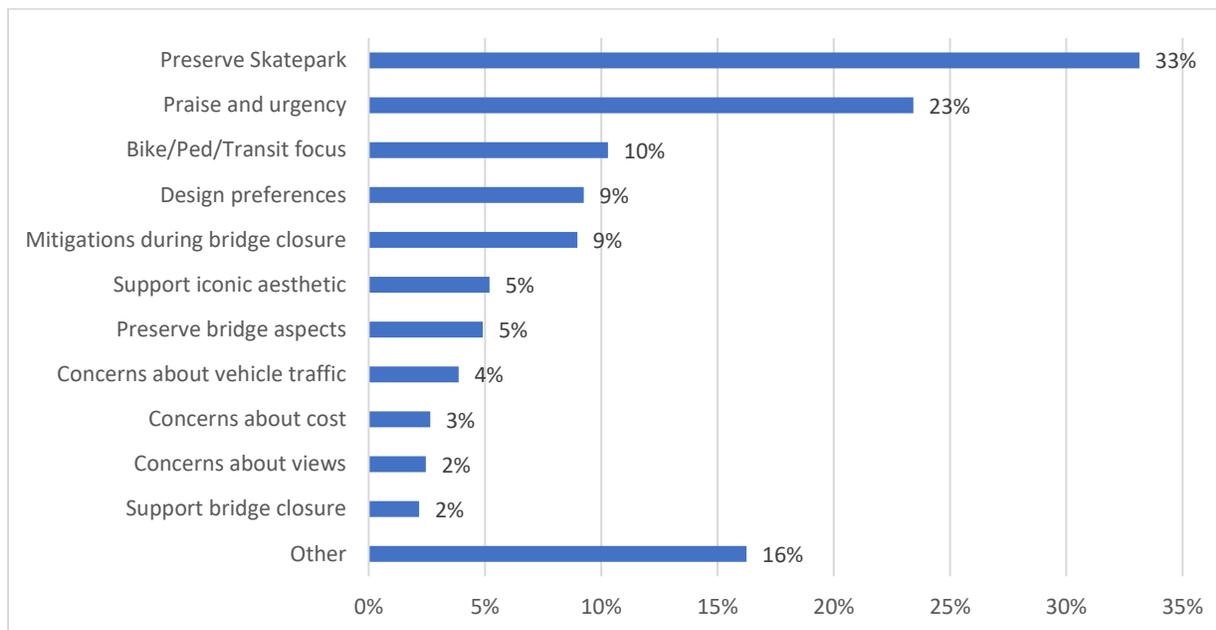
COVID – Comments suggesting the decreased traffic during the current pandemic would make it an optimal time to construct the bridge.

Other – Encompasses a wide array of topics, each accounting for less than 2% of the total comments. Topics include using the money for other needs, the safety of a temporary bridge, building a new bridge in a new location or not needing another bridge at all, disagreeing that an earthquake is likely to happen, and concerns about the impact to the economy and local businesses during the full bridge closure.

Analysis of responses from the 9% of respondents who did not agree showed they are primarily concerned with traffic impacts to motor vehicle drivers and traffic congestion on city streets and other bridges during the bridge closure. A smaller proportion of respondents said they are concerned about impacts to cyclists and pedestrians. Many respondents felt that the additional cost and construction time of a temporary bridge were justified.

The 6% of respondents who were not sure had similar concerns as those who did not agree with the recommendation.

QUESTION 5: Is there anything else you would like to share with us?



Preserve Skatepark – Comments supporting the preservation of the Burnside Skatepark under the east approach of the bridge and its importance as a cultural resource for Portland and the international skating community.

Praise and urgency – Comments giving praise for or general agreement with the project and for the information presented and outreach efforts. Many comments also expressed urgency to complete an earthquake-ready crossing as soon as possible.

Bike/Ped/Transit focus – Comments expressing the importance of prioritizing bicyclists, pedestrians, and public transit during construction and in the long-term design of the bridge including praise for protected bike lanes and sidewalks, requests for effective detour routes and signage during construction, and suggestions to have a bus-only lane in both directions.

Design preferences – Comments expressing support for the various conceptual Long Span design options presented.

Mitigations during bridge closure – Suggestions for how to handle all modes of traffic during the bridge closure including bike and pedestrian ferries, adjustments to bus routes or fares, effective detour routes and signage, and minimizing closures of other bridges during construction.

Support iconic aesthetic – Comments supporting the aesthetics presented in the conceptual renderings and/or requests for an iconic design and collaboration with local artists, specifically indigenous artists and artists of color.



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Preserve bridge aspects – Comments supporting the retrofit option or keeping elements of current bridge to pay homage to its history, in particular, the current bridge towers.

Concerns about vehicle traffic – Comments concerned with an increase of vehicle traffic especially during the bridge closure, or voicing support for motor vehicle interests.

Concerns about cost – Comments concerned with the overall cost of the project, going over budget, and questions about where funding will come from.

Concerns about views – Concerns about the impacts that the proposed long spans designs will have on current views, obstructing the Portland Oregon sign, and negative impacts to the overall Portland skyline.

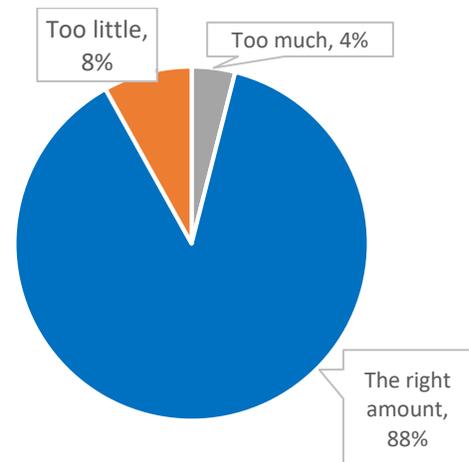
Support bridge closure – Comments supporting a full bridge closure during construction. Many comments mentioned cost savings and that other bridges have absorbed the increased traffic during past closures and that the public was able to adapt to delays.

Other – Encompasses a wide array of topics, each accounting for less than 2% of the total comments. Topics include using the money for other needs, addressing houselessness, building a new bridge in a new location, disliking the designs in the conceptual renderings, environmental concerns, and concerns about the impact to the economy and local businesses during the full bridge closure.

QUESTION 6 (SURVEY EVALUATION): What do you think about the amount of information presented?

88% of the 4,720 total respondents for this question said that the online open house had presented the right amount of information.

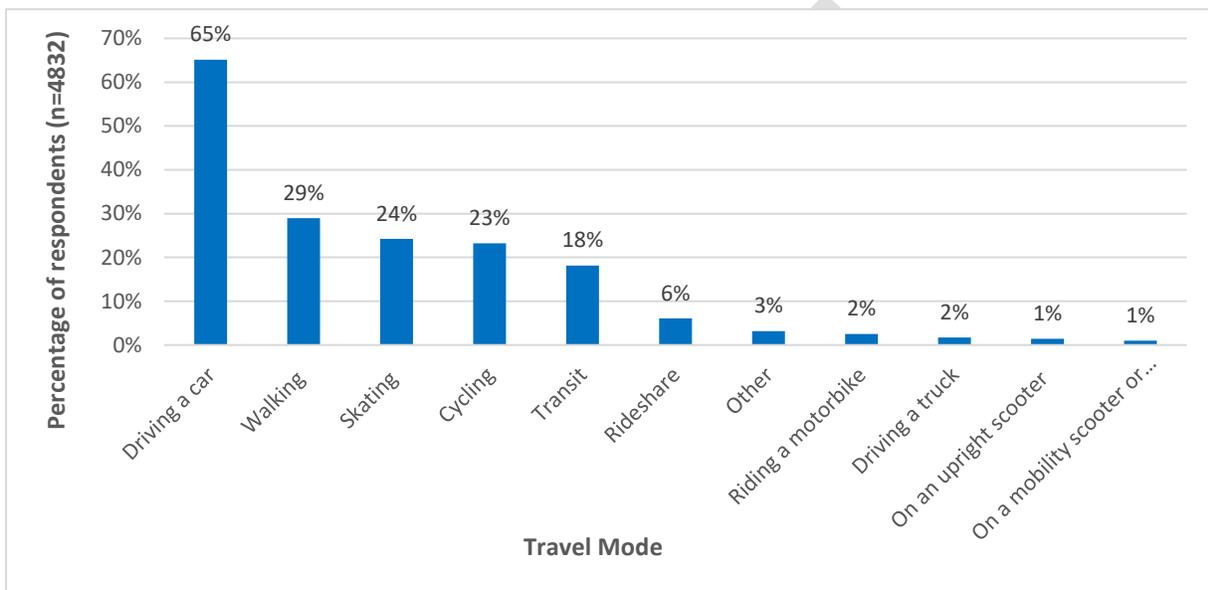
8% said it was too little and 4% felt it was too much.



Who We Heard From

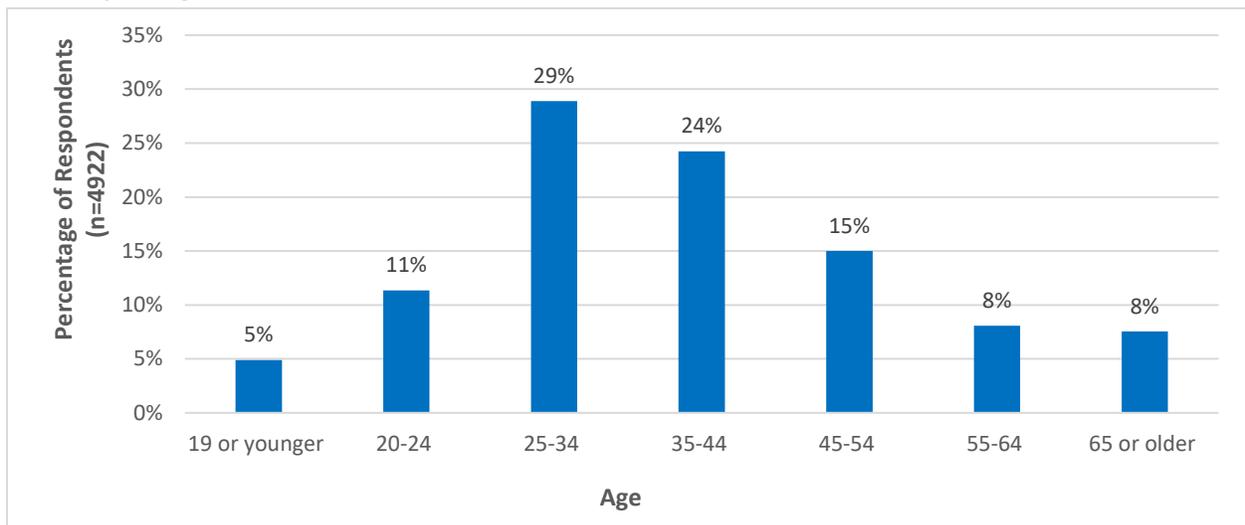
Travel mode and demographic questions were included in the online survey to better understand the input provided, identify the demographic groups reached through engagement activities, and to adjust future public participation planning for the project.

When I cross the Burnside Bridge, I am usually:

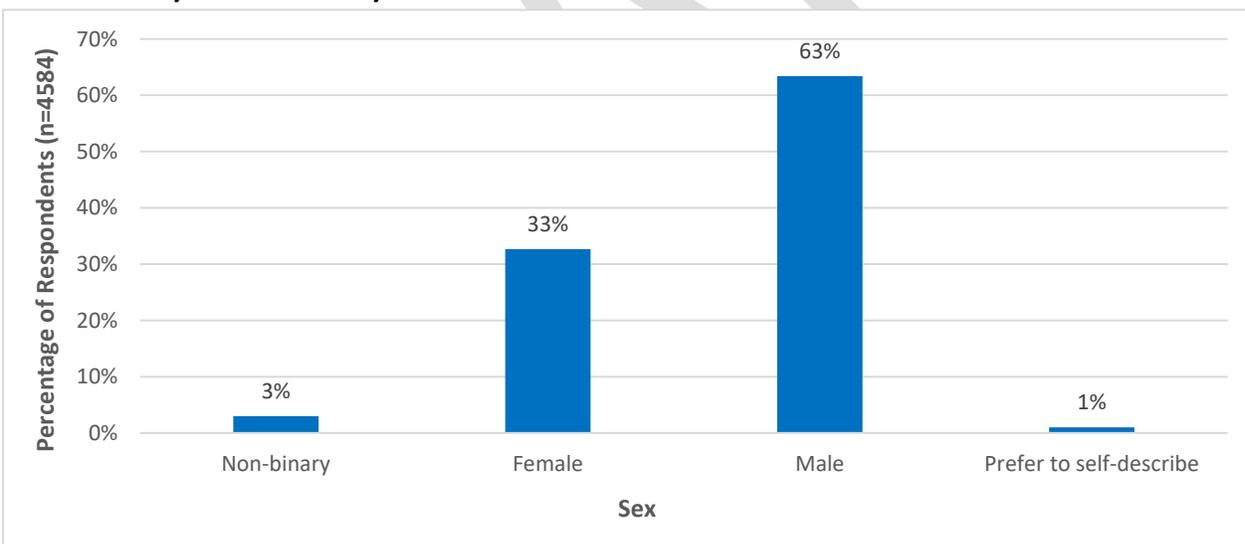


Percentages add up to more than 100% because respondents were able to choose more than one answer option.

What is your age?



Which sex do you most identify with?



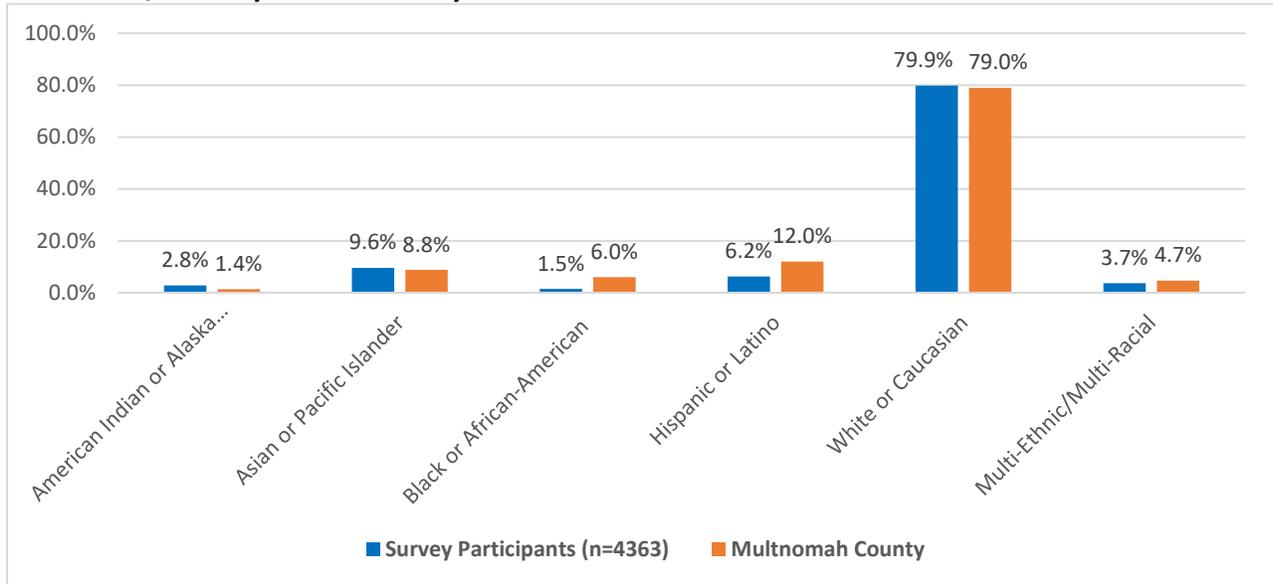
The amount of people who identified as male was nearly double the amount that identified as female. This could be due to subject matter or a variety of other factors.



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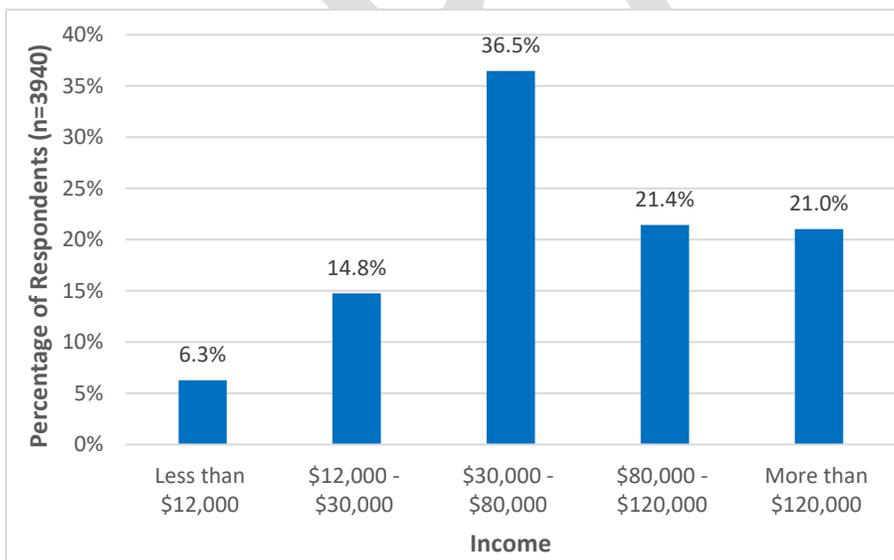
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What race/ethnicity best describes you?



Percentages add up to more than 100% because respondents were able to choose more than one answer option.

What is your household income?



Reported household incomes of survey respondents are shown. For comparison, the median household income of Multnomah County residents (2013-2017 ACS) was \$60,369.





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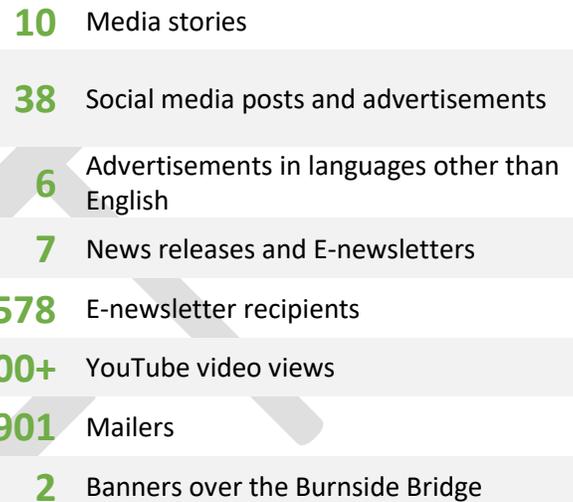
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Media and Notifications

Purpose

APPROACH TO MEDIA COVERAGE

Media and notifications drove the majority of traffic to the online open house, with 40 percent of survey respondents saying that they heard about the survey through news media and Facebook. The approach to notify the public about the online open house was to use newsletters (both online and print), social media and news releases. Diversity, equity, and inclusion were included into the media and notifications approach by working with the Community Engagement Liaisons to send information in different languages and to advertise through different media outlets relevant to their culture.



Multnomah County notified members of the public about the online open house through:

- The project website
- Social media and digital advertising: The project implemented a social media plan including posts and/or paid advertisements on Facebook, Twitter, and Instagram.
- E-newsletters
- Multi-lingual advertisements
- The Community Engagement Liaison Program to reach DEI audiences
- News releases and resulting news coverage
- Banners on the Burnside Bridge
- Mailers
- Commissioners’ e-newsletters
- Multnomah County Wednesday Wire employee e-newsletter
- Targeted emails encouraging local community-based organizations to share information through their channels



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Summary

MEDIA COVERAGE

Traditional media continues to be a strong method for promoting online open houses. For this round of engagement, most local news stories wrote about the online open house in a positive way. The positive and broad media coverage could account for good turnout and participation in the online open house.

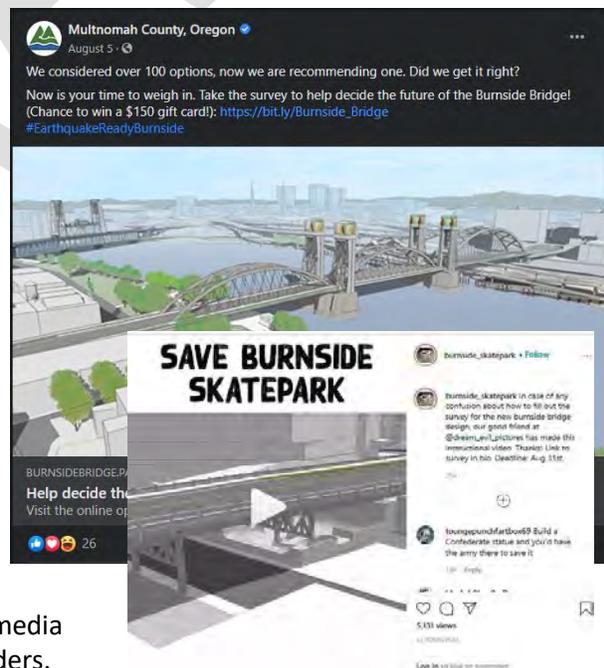
FACEBOOK CAMPAIGN

Without in-person event opportunities due to COVID-19, the Facebook campaign presented an opportunity to share the online open house with a wider audience. The campaign included five separate audiences to attract different behavioral and geographical groups. These groups ranged from a general pool near the bridge to a wider geographical reach with interests similar to the project’s purpose and need statement. Below are the highlights of the Facebook ad campaign.

- The campaign reached 115,294 unique users and generated 8,292 clicks to the website.
- The cost per click was \$0.12. Looking at industry standards for industrial services, the benchmark is \$2.14. One possible reason for the low cost could be relevant and engaging content. (source: <https://instapage.com/blog/facebook-advertising-benchmarks>)
- The strongest performing ad set targeted Facebook users who had similar interests and demographics as those who “liked” the Multnomah County Facebook page. This is not a large surprise as these users are likely more familiar with local government projects.

ORGANIC SOCIAL MEDIA

Throughout the month of August, ten posts were shared across Multnomah County’s Facebook, Instagram, and Twitter pages. These posts generated over 53,000 impressions and over 550 site clicks. Awareness is generally the primary goal of organic posts, and traffic is secondary. With that said, the first posts to the right had the highest impressions, and the 60 second video of the bridge tour produced the greatest number of clicks. With organic social media, it is important to keep the channel’s ecosystem in mind. During the month of August, election content saw the highest engagement across Multnomah County social media channels which led to scattered engagement for the project’s social media posts. Nevertheless, the survey responses indicate social media continues to be a strong tool for engaging stakeholders.





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Outside of Multnomah County's channels, various other community-based organizations shared the information and posts through their social media channels, including the Burnside Skatepark, who shared the survey with its 37,000+ followers.

TARGETED MEDIA

In addition to attracting the general Multnomah County public, there were concerted efforts to reach culturally-specific audiences. The Community Engagement Liaisons shared advertisements across non-English speaking publications and a news story on a Spanish speaking television news channel.

DRAFT



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Future Considerations

The process and outcomes from R2 Outreach activities resulted in considerations for planning and implementing future phases of outreach. These include:

- **Continuing flexible outreach during COVID and beyond:** The project team’s successful adaptations to the COVID pandemic support continuing with a flexible approach to outreach that can adjust to individual communities. The overall response to this round of engagement was mostly positive, but there are ongoing opportunities to continue working closely with the CEL Program and other community representatives to tailor the information and outreach methods to be culturally responsive and meet their community’s needs.
- **Reaching Black and Latinx audiences:** While the R2 outreach was successful at reaching people from a broad range of cultural and economic backgrounds, the Black and African American and Latinx communities were underrepresented compared to the County population. Although the project team increased their efforts to reach both communities from previous rounds by working with additional Community Engagement Liaisons, increasing advertisement through social media and local publications, and outreach to community-based organizations, there were likely other topics on people’s minds that took precedent such as the COVID-19 pandemic and sustained local and national protests for racial justice. The project will increase outreach and involvement among these groups in future phases of outreach.
- **Reaching female audiences:** Female respondents were significantly underrepresented compared to males during this round of outreach. This could be due to subject matter or a variety of other factors. Efforts were made to increase participation with people who identified as female, with limited results. The project team will consider how to increase outreach to female populations in future phases of outreach.



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Appendices

Appendix A: Stakeholder Briefings Log

Appendix B: Online Survey Report

Appendix items are available electronically upon request – please email Cassie Davis at Cassie.Davis@hdrinc.com to request an electronic copy.

DRAFT

What is a long span bridge?

A type of bridge that requires fewer support columns, allowing for longer spacing, or spans, between columns. A vertical support structure above the deck of the bridge is needed to accomplish the longer spans. A variety of vertical structures can be considered for this project, including tied arch, truss, and cable stayed options (see examples on back page).

Why are we considering it?

The long span alternative allows for fewer columns in the Geotechnical Hazard Zones on each side of the river, reducing project risks and costs.

Decisions Regarding Long Span Alternative

Environmental Phase Decisions

Choosing a Preferred Alternative at this stage of the process means deciding on a class of bridge that considers high level variables including:

- Retrofit or replacement
- Alignment
- Width
- Number and approximate location of columns
- Approximate span lengths

Future Phase Decisions

Type Selection Phase Decisions (TS)

- Bridge superstructure type
- Column sizes and locations
- Movable bridge type

Specific to Cable Stayed option:

- Tower location

Final Design Phase Decisions (FD)

- Column shape
- Bridge lighting, railings, color and texture

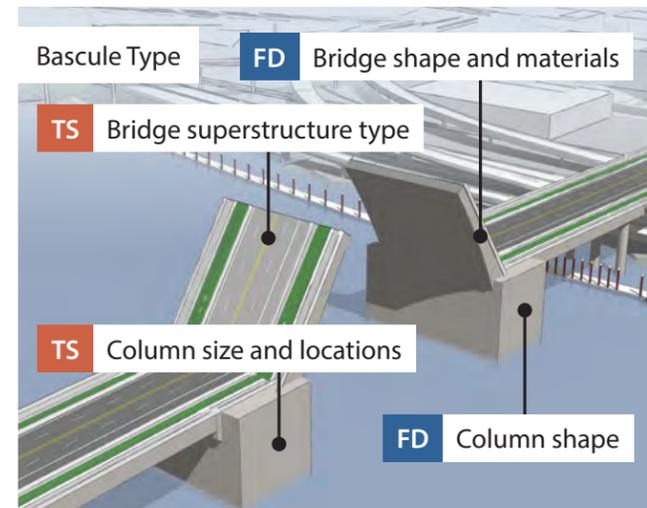
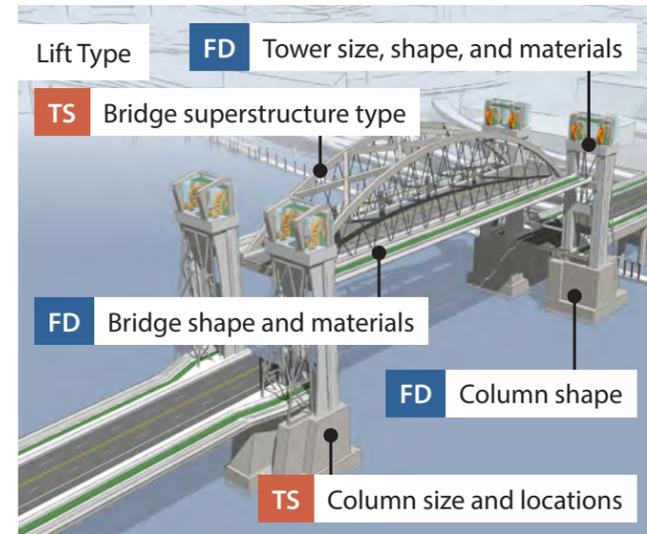
Specific to Tied Arch option:

- Arch height
- Arch rib materials, size, curvature, and shape
- Cross-frame size and shape
- Cable size and pattern

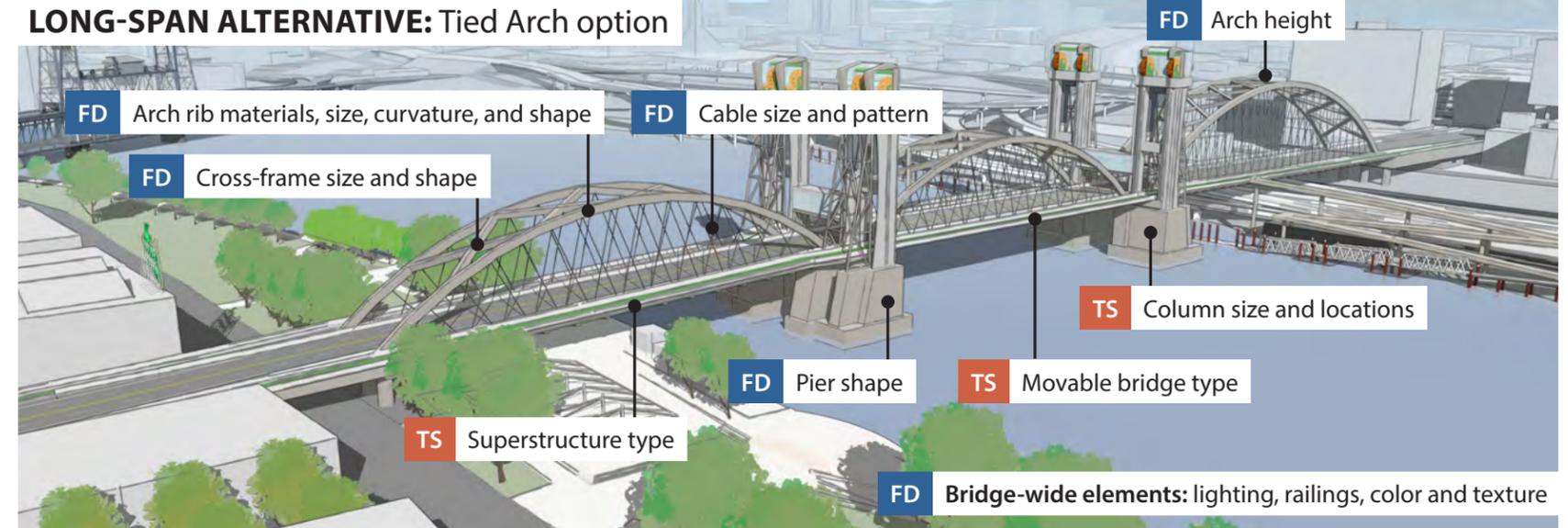
Specific to Cable Stayed option:

- Tower height, size, shape, and materials
- Cable size and pattern

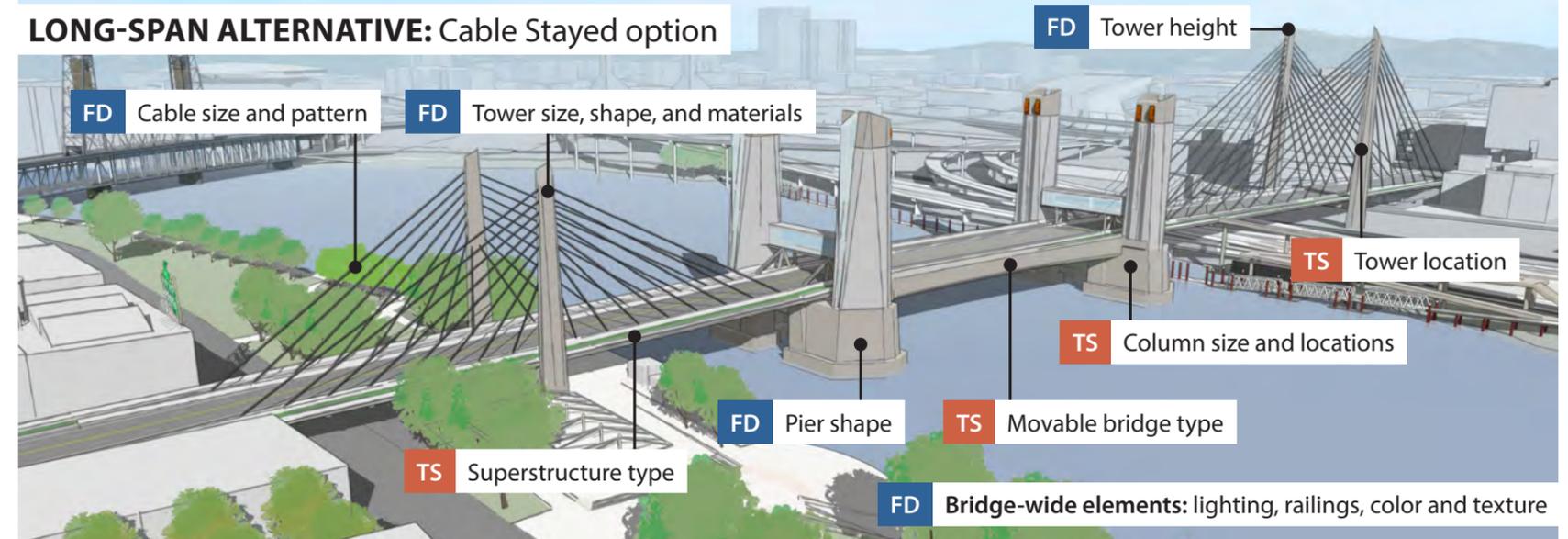
Movable Span Type: variables for consideration



LONG-SPAN ALTERNATIVE: Tied Arch option



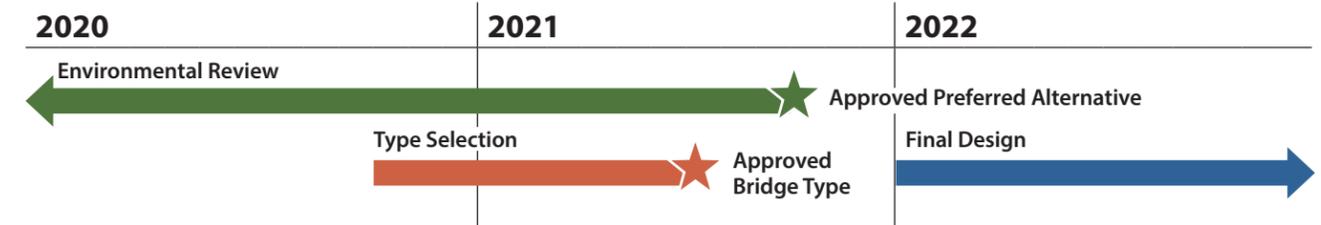
LONG-SPAN ALTERNATIVE: Cable Stayed option



LEGEND:

- TS Type Selection Phase
- FD Final Design Phase

Schedule



Working with the community and agency professionals, we will develop urban design guidelines and evaluation criteria to help in refining aesthetic features during Type Selection and Final Design.

Bridge Type Examples

BRIDGE TYPE OPTION: Tied Arch examples



Hastings Bridge, Minnesota



Torikai Ohas Bridge, Japan



Siuslaw River Bridge, Oregon



Tacony-Palmyra Bridge, Pennsylvania



Gateway Bridge, Michigan

BRIDGE TYPE OPTION: Cable Stayed examples



Indian River Inlet Bridge, Delaware



Chongqing Expressway Bridge, Oregon



Copper River Bridge, South Carolina



Tilikum Crossing Bridge, Oregon

BRIDGE TYPE OPTION: Through Truss examples



Main Street Bridge, Florida



Triborough (Harlem River) Bridge, New York



Tower Bridge, CA



Broadway Bridge, Oregon



Hawthorne Bridge, Oregon

MOVABLE SPAN: Bascule examples



South Park Bridge, Washington



Harbor Bridge, Spain



New Johnson St. Bridge, Canada



Woodrow Wilson Bridge, Maryland

MOVABLE SPAN: Vertical Lift examples



Teregganu Bridge, Malaysia



Fore River Bridge, Massachusetts



Pont Jacques Chaban, Delmas



Manchester Millenium Bridge, England

For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us. | Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us | Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.

BurnsideBridge.org

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GETTING TO A PREFERRED BRIDGE TYPE

		2020				2021									
		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE				
Community Task Force (CTF)		<ul style="list-style-type: none"> Type Selection phase overview and chartering 	<ul style="list-style-type: none"> Site context Opportunities, constraints and trade-offs Pass/fail criteria 	<ul style="list-style-type: none"> Range of feasible bridge types Pass/fail screening 	<ul style="list-style-type: none"> Bridge type pass/fail results Evaluation criteria and measures development 	<ul style="list-style-type: none"> Evaluation criteria and measures development and refinement 	<ul style="list-style-type: none"> Finalize evaluation criteria and measures (if needed) 			<ul style="list-style-type: none"> Share public input on range of bridge type options and evaluation criteria Weight evaluation criteria 	<ul style="list-style-type: none"> Review and discuss evaluation screening results 	<ul style="list-style-type: none"> Work towards bridge type recommendation 	<ul style="list-style-type: none"> Work towards and make a bridge type recommendation for community review 		<ul style="list-style-type: none"> Review community feedback and make final recommendation on Bridge Type for Policy Group review and approval
Community						Public Outreach: Get community feedback on: <ul style="list-style-type: none"> Draft Environmental Impact Statement Range of bridge type options Type Selection evaluation criteria 					Public Outreach: Get community feedback on: <ul style="list-style-type: none"> Recommended Bridge Type 				



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Community Task Force

Charter and Group Protocols

PREAMBLE

Multnomah County is conducting a project to provide our community with a reliable Willamette River crossing on the Burnside regional lifeline route after a major earthquake. A Community Task Force will serve as an advisory body to Multnomah County (the County) during the environmental review and bridge type selection phases.

The environmental review process is part of the County's requirements under the *National Environmental Policy Act*. This major project planning phase will consider the bridge alternatives and assess their benefits and impacts. During environmental review designs of the alternatives are prepared and a range of issues are studied, including the:

- Social, cultural, built and natural environment
- Cost and ease of construction
- Ability to survive and recover after an earthquake
- Other factors as required

In the environmental review phase an Environmental Impact Statement (EIS) will be prepared and on completion, a single solution will be chosen for an Earthquake Ready Burnside Bridge.

Upon the selection of a recommended Preferred Alternative, the bridge type selection phase will commence and work to identify a recommended bridge type to move forward into the final design phase.

PURPOSE OF CHARTER

This Charter and Group Protocols document (the Charter) will guide the operation of the Earthquake Ready Burnside Bridge Community Task Force (the CTF). The initial Charter was endorsed at the first meeting in 2019 of the Community Task Force. An update to the Charter will occur at the beginning of the type selection phase.

This charter is intended to provide a clear definition of the CTF and the roles and responsibilities of the CTF members, the group facilitator, County staff, the consultant team and any invited guests. It also identifies the way in which the CTF will operate, including decision-making processes, meeting conduct and communication. Once agreed upon by the CTF, the charter will guide the work and conduct of the CTF in an open and transparent way.

PURPOSE OF THE COMMUNITY TASK FORCE

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





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- Considering the potential environmental impacts of the alternatives
- Providing informed insights and opinions on the impacts being evaluated
- Discussing technical recommendations and 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.

OUTCOMES OF THE GROUP

During the environmental phase of the project, it is envisioned that the CTF will provide recommendations on the following activities:

- Draft Purpose and Need, range of alternatives and scope of EIS
- Refinement of alternatives
- Evaluation criteria and measures to select a preferred alternative
- The selection of the preferred alternate

During the type selection phase of the project, it is envisioned that the CTF will provide recommendations on the following activities:

- Refinement of bridge type options
- Evaluation criteria and measures to select a preferred bridge type
- The selection of a preferred bridge type

MEMBERSHIP AND REVIEW

TERM:

For the environmental review phase, the CTF was effective from October 2018 through September 2020 when a recommendation on a Preferred Alternative was confirmed. Starting in September 2020, the CTF will begin work for the bridge type selection phase and continue through to an estimated completion date of the group in June 2021.

MEMBERSHIP:

The CTF membership is comprised of members who have expressed their desire to participate through an *Expression of Interest* process. CTF members were selected through this process with the aim of achieving:

- Representation of an organization, group, interest or affiliation
- Connection to the project, study area or communities of interest as they relate to the bridge
- Diversity of membership to reflect the community's demographics (including age, gender, ethnicity/race and geography)



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The CTF is not a statistically valid or representative sample of the County population. Instead, the CTF endeavors to bring together a range of interests and needs. CTF discussion will be supported by numerous opportunities to gather input from specific groups, populations, representative bodies and advocacy organizations.

A list of the membership and represented organizations is attached to this Charter. Outside of the CTF, members' personal contact information is considered private information and should not be disclosed to the public unless group permission has been provided to do so. To contact a CTF member please email: burnsidebridge@multco.us and your correspondence will be provided to the CTF member.

CTF members will be asked to approve the sharing of individual member contact information with fellow CTF members for the sole purpose of enabling communication among members. Members are asked to CC the facilitator for record keeping purposes.

MEMBER PARTICIPATION:

Meetings will be scheduled in advance and attendance is important. Members will make their best effort to attend all meetings. Members will notify the facilitator or designated staff in advance if unable to attend and can provide written comments or vote prior to the meeting. Alternates are not allowed to participate in the discussion but are welcome to observe CTF meetings. Non-attendance for three or more meetings may result in relinquishing membership on the CTF.

Should a member need to resign their membership from the group, they should do so by informing the nominated CTF Co-Leaders and CTF facilitator in writing. At this time the County may decide to fill the vacancy by way of expression of interest or other mechanism.

Should a member be deemed to no longer represent their organization (through change in position or other circumstance) the County reserves the right to revisit the CTF membership to ensure the CTF maintains organizational representativeness.

CTF EVALUATION AND REVIEW:

CTF members will be regularly asked for their feedback on the CTF meetings and materials to ensure reflection, learning and continual improvement in the process. Once a year, a more comprehensive evaluation process will be undertaken to review the CTF and ensure it is meeting its intended outcomes. This review may also recommend changes to the CTF membership in response to new information or information needs relevant to the project scope.

CTF OPERATION AND PROCESS

MEETING FREQUENCY AND LOCATION:

For the environmental review phase, meetings will be held on a weekday evening every 2-3 months and will typically be two-hours long in duration. Meetings will be hosted on the east or west side of the river, in a central location convenient to transit. Dinner will be provided from 5:30pm-6:00pm and meetings will



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be between 6:00pm-8:00pm. Depending on the agenda, from time-to-time a longer meeting or additional meeting may be required.

For the bridge type selection phase, meetings will be held on a weekday evening approximately 1-2 times per month between the months of September 2020 and June 2021 and will typically be two-hours long in duration. Meetings will be hosted online through WebEx. Depending on the agenda and progress of meetings, a longer meeting or additional meeting may be required. Conversely, scheduled meetings may be cancelled.

MEETING AGENDA AND MATERIALS:

The meeting agenda will be provided to group members approximately one week prior to the meeting. From time to time, background materials may be included with the agenda for pre-reading and meeting preparation. From time to time, subject matter experts or guest speakers may be asked to present to the group.

Every effort will be made to ensure meeting materials are finalized at the time of electronic distribution to CTF members. However there may be instances where updated versions of materials or additional materials are provided during the meeting.

A printed version of materials will be provided to members by the commencement of the meeting. Members who prefer electronic means can opt-out of receiving printed copies. Meeting materials will be posted on the County website within three-days of the CTF meeting.

The facilitator and supporting staff will be available at and between meetings to address questions, concerns and ideas. The facilitator and staff will respond to all member inquiries in a timely manner. The facilitator may contact CTF members between meetings to address any potential areas of concern or conflict that may arise during the CTF process.

MEETING MINUTES:

Preparation of meeting summaries will be performed by Multnomah County's project team and its consultants. Meeting recordings will be posted to the project website within a week of the meeting and meeting summaries will be posted approximately two weeks after the meeting.

MEETING PROTOCOLS:

Meetings will be actively facilitated to ensure that discussions are consistent with the Charter and to ensure that discussion, feedback and recommendations are advanced from the group in a timely manner.

From time to time, the County may ask for two CTF participants to act as Co-Ambassadors and serve as representatives at other meetings or act as a liaison to other groups or organizations. Ambassador roles will be rotational and different Ambassadors may be appointed depending on the subject matter.

The facilitator will be a 'content neutral' party who ensures that all CTF members have an equal opportunity to participate. The group's facilitator, CTF Members, project team members, consultants and invited guests agree to follow the meeting ground rules, including:



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- Be curious and willing to learn and contribute.
- Ask questions of each other to gain clarity and understanding.
- Express yourself in terms of your preferences, interests, and outcomes you wish to achieve.
- Listen respectfully, support each other and try to understand the needs and interests of others.
- Respect timelines by being concise and brief with comments and questions.
- Focus on the agreed scope of the discussion.
- Attend all meetings in a timely manner.
- Respect the role of the facilitator to guide the group process.
- Seek common ground.

Members agree to give the facilitator permission to keep the group on track and table discussions as needed to keep the group moving.

DECISION MAKING

WORKING TOWARDS CONSENSUS:

CTF members will be asked to actively participate in consensus building processes. All members are encouraged to challenge themselves and each other to think creatively and to approach the project with an open mind. While it is important to identify problems, it is even more important to seek thoughtful solutions that advance the conversation.

The group will endeavor to work towards consensus and, at key milestones, votes may be taken from CTF members. Majority and minority opinions will be documented, recorded and included in any CTF recommendations.

Disagreement and differences of opinion should be acknowledged, explored, understood and appreciated. Should conflict arise, it should be addressed with the guidance of the facilitator. Should the conflict remain unresolved, assistance of an independent mediator may be engaged. Any inappropriate conduct may result in permanent expulsion from the group.

FORMAL SPOKESPERSON:

The media spokesperson for this project is Mike Pullen, County Communications Office, who may be contacted at 503-209-4111 or mike.j.pullen@multco.us.

CTF members may not speak to the media *on behalf of the CTF*, unless consent has been provided in writing from the County and agreed to by the CTF membership.

PHOTOGRAPHY, RECORDING AND SOCIAL MEDIA:

Members are asked to silence mobile phones and electronic devices and refrain from live recording, personal live streaming or other use of social media during the CTF meeting sessions to allow members to focus on the discussion.



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Due to the restrictions of meeting in-person that came in early 2020 with the COVID-19 pandemic, meetings will be held online, recorded and live streamed for the public to view.

From time to time photography or video recording may be used to capture meeting activities, outcomes and process, however any members may choose to abstain from appearing in any photographs. Activities and outcomes of the group process may be recorded and utilized on various media and social media channels for marketing and reporting processes. The group will be informed of and invited to participate in such promotional activities undertaken by the project team. Media and news organizations may be present to film or record at CTF meetings.

GOVERNANCE STRUCTURE:

The CTF has no formal delegated powers of authority to make decisions, represent Multnomah County or commit to the expenditure of any funds. Instead the group will serve as an advisory body to the project's Policy Group and Policy Group Co-Chairs.

ROLES AND RESPONSIBILITIES

OFFICIAL DUTIES:

To ensure the success of the group, the following roles have been identified:

- County Transportation Director (*participation as required*)
- County Project Manager
- Project Technical Leader
- Facilitator
- Notetaker
- CTF Co-Ambassadors (*nominated by the group as required*)

CONFLICT OF INTEREST:

CTF members will be given training about the Oregon Ethics law and about the County's Rule 3-30. CTF members are required to complete a conflict disclosure form and conflicts will be publicly disclosed, and meeting notes will reflect who speakers are when points of view are stated.

Members who have a conflict that is problematic to the topic of discussion, are allowed to sit on the CTF, but will be considered "non-voting" members of the CTF for the matter that involves their conflict. Non-voting members of the CTF will not take part in any votes, but may be asked to provide their opinion, insight or expertise in the development of minority or majority statements.

The CTF members are asked to proactively manage any conflict of interest. Should any apparent, potential or perceived conflict of interest in matters that may be considered by the group arise during the process, the CTF member should declare this conflict to the CTF members and facilitator so that these may be appropriately managed and ensure the group's future accountability, transparency and success. For more information see Appendix A.



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APPENDIX A: GUIDE FOR MANAGING CONFLICTS OF INTEREST

A Potential Conflict Is...	An Actual Conflict Is
<p>Any action or any decision or recommendation the effect of which could be to the private pecuniary benefit or detriment of the person or the person’s relative, or a business with which the person or the person’s relative is associated</p>	<p>Any action or any decision or recommendation the effect of which would be to the private pecuniary benefit or detriment of the person or the person’s relative or any business with which the person or a relative of the person is associated</p>
In a Potential Conflict: Announce and Participate	In an Actual Conflict: Announce and Abstain
<ul style="list-style-type: none"> • Announce publicly the nature of the potential conflict before any action is taken <ul style="list-style-type: none"> ○ Must be specific - “I have a potential conflict because...” ○ Must announce at each meeting where the issue arises • Can participate in discussion or debate on the issue • Can vote on the issue 	<ul style="list-style-type: none"> • Announce publicly the nature of the actual conflict before any action is taken <ul style="list-style-type: none"> ○ Must be specific - “I have an actual conflict because...” ○ Must announce at each meeting where the issue arises • Cannot participate as a public official in any discussion or debate on the issue • Cannot vote on the issue <ul style="list-style-type: none"> ○ Unless all members are present and the number of members who must refrain due to actual conflicts make it impossible to take action [must announce and cannot participate in discussion]



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APPENDIX B: COMMUNITY TASK FORCE MEMBERS AND CHARTER ACKNOWLEDGEMENT

Task Force Member	Signature
Art Graves, Multnomah County Bike and Pedestrian Citizen Advisory Committee	
Dennis Corwin, Portland Spirit	
Ed Wortman, Community Member	
Frederick Cooper, Laurelhurst Neighborhood Emergency Team	
Gabe Rahe, Burnside Skate Park	
Howie Bierbaum, Portland Saturday Market	
Jacqueline Tate, Community Member	
Jane Gordon, University of Oregon	
Jennifer Stein, Central City Concern	
Marie Dodds, AAA of Oregon	
Neil Jensen, Gresham Area Chamber of Commerce	
Paul Leitman, Oregon Walks	
Peter Englander, Old Town Community Association	
Peter Finley Fry, Central Eastside Industrial Council	
Robert McDonald, American Medical Response	
Sharon Wood Wortman, Community Member	
Stella Funk-Butler, Powell Valley Neighborhood Association	
Susan Lindsay, Buckman Community Association	
Tesia Eisenberg, Mercy Corps	
Timothy Desper, Portland Rescue Mission	
William Burgel, Portland Freight Advisory Committee	
TBD, Portland Business Alliance	



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JUNE 15, 2020

CTF Meeting #16

Meeting information

Project: Earthquake Ready Burnside Bridge

Subject: CTF, Meeting #16

Date: Monday, June 15, 2020

Time: 6:00 to 9:00 p.m.

Location: WebEx Meeting and livestream

Attendees:

CTF 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 and Laurelhurst Neighborhood Association
Gabe Rahe, Burnside Skate Park
Howie Bierbaum, Portland Saturday Market
Jackie Tate, Community Member
Paul Leitman, Oregon Walks
Jennifer Stein, Central City Concern
Robert McDonald, American Medical Response
Marie Dodds, AAA of Oregon
Kiley Wilson, Portland Business Alliance
Peter Finley Fry, 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 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
Liz Stoppelmann, HDR
Jeff Heilman, Parametrix
Allison Brown, JLA
Laura Peña, EnviroIssues
Sarah Omlor, EnviroIssues

Apologies: Neil Jensen, Gresham Area Chamber of Commerce





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Summary Notes

This online virtual meeting was held over WebEx and livestreamed to the public via Vbrick. It is estimated that over 20 public attendees logged in to view the livestream. A recording of this meeting is available on the [Committee Meeting Materials](#) page on the project website.

In advance of the meeting, the public was invited to submit comments to the Community Task Force (CTF). Comments received in advance of the meeting were shared with the CTF and acknowledged in the meeting during the public comment period.

This summary includes the nature and dialogue of the meeting, including questions and comments submitted by CTF members through the WebEx chat function.

WELCOME, INTRODUCTIONS AND HOUSEKEEPING

Allison Brown, JLA, welcomed everyone to the meeting, went over the virtual meeting protocols and took roll call.

PUBLIC COMMENT

Allison shared a written comment submitted prior to the meeting. She reminded the group that it was also emailed to them before the meeting. The public comment was provided by City Club Earthquake Advisory Committee and expressed concern that a no-build alternative was being considered. They hoped that the no-build alternative would not be selected and that an earthquake resilient bridge will be built as soon as possible.

PUBLIC PROCESS OVERVIEW

Heather Catron, HDR, began by reviewing the work that the CTF has done leading up to the recommendation of a Preferred Alternative. She reiterated the purpose of the project to make the Burnside Bridge seismically sound. She reminded the committee that there will be a round of public outreach over the summer and the results will be presented to the CTF in September. After that, the CTF will have time to refine their recommendation before it is forwarded to the Policy Group in October. The draft Environmental Impact Statement (DEIS) is scheduled to be published in January.

Heather showed the overarching project timeline and oriented the group to where they currently were within the Environmental Review phase. She told the committee that the project is required to secure federal permits within 90 days after the completion of the Environmental Review Phase. She noted that the CTF will be asked to provide a recommendation on bridge type selection next year.

RECOMMENDATION ON PREFERRED ALTERNATIVE

Heather noted that since the last CTF meeting, Cassie Davis, HDR, had spoken with most of the CTF members about what they needed to feel comfortable making a recommendation on the Preferred



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Alternative. Most are ready to make a recommendations. Some CTF members wanted more information about the process and some had more questions for the project team. She reminded the group that a list of their questions and answers were sent to them before the meeting. She hoped that the group felt comfortable making a recommendation tonight.

Allison explained how committee members would be voting in the virtual format. She explained they would continue to use the thumbs up, down, or in the middle method outlined in their charter. Thumbs up meaning support, thumbs down meaning against, and thumbs to the side meaning support but with reservations. She said she would call on each committee member individually to verbally share their vote and make further comments for the record.

CTF Discussion

Allison said the project team would be available to answer any final questions that come up, but the focus of the meeting would be for the committee to discuss the recommendations amongst themselves. After the committee has had time to discuss, a member will put forth a motion for everyone to vote on. Allison reminded the committee that their charter says they should aim for consensus but only a majority is necessary to pass a recommendation. She hoped that everyone would consider the best interests of the community as a whole, balanced with the project purpose of building a seismically sound Burnside Bridge.

The PowerPoint presentation was turned off and Allison asked the committee to turn on their computer cameras for easier discussion.

RECOMMEND TRAFFIC OPTION DURING CONSTRUCTION

Allison began the discussion by asking everyone to state their preference for the traffic options, noting that this would not be their final vote. Their initial preferences were as follows:

- Bill Burgel: Full closure.
- Art Graves: What are the general time and cost savings for the full closure?
 - Steve Drahota, HDR: The full closure saves \$90 million and 1.5-2 years of construction time, depending on the alternative.
 - Art: And what's the benefit from the temporary bridge?
 - Steve: The temporary bridge would allow 1 lane of traffic in each direction, with facilities for bicyclists, and pedestrians on both sides to cross the river at that location. Compared to not having a temporary bridge, the temporary bridge would reduce travel time by 2-4 minutes for vehicles and by 5 minutes for buses. Time savings for cyclists and pedestrians are greater.
 - Art: Based on that response, I am in support of a full closure.
- Fred Cooper: I'm concerned about traffic delays and increasing commuting times for all other bridges. A full bridge closure would mean 9-minute traffic delays which could lead to a public nightmare. I could go either way.



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- Cameron Hunt: Full Closure. I hear what Fred is saying about community backlash, but I think there could also be backlash about the additional time and money. I, personally, would rather have a 9-minute delay for a shorter length of time, than a 5-minute delay for longer.
- Gabe Rahe: No temporary bridge, full closure.
- Dan Lenzen: No temporary bridge, full closure.
- Jackie Tate: Full closure. The cost and time added to construction are too much and the benefit is minimal. Plus, the environmental impact would be huge.
- Jennifer Stein: I'm in the middle. I spoke with the Chief Housing and Strategies Officer [at Central City Concern] and as an organization, we would prefer a temporary bridge. We're concerned about traffic through Old Town because we have multiple clinic and housing sites up and down Burnside. We're concerned about the safety of our residents and clients.
- Kiley Wilson: I agree with Jennifer, I'm in the middle.
- Paul Leitman: I'm in support of the full closure. The benefits provided don't outweigh the cost and time added to construction. Extending construction by two years will also extend traffic impacts and there would be phases of full closures even with the temporary bridge.
- Marie Dodds: I'm in support of the full closure and no temporary bridge because of the additional construction time, cost, and environmental impacts. Obviously, representing AAA, I'm concerned about traffic, but I believe the additional construction time is more of a detriment.
- Peter Finley Fry: Full closure.
- Sharon Wood Wortman: Full closure. There are lots of other downtown bridges- we should focus on getting Burnside built instead of a temporary bridge.
- Ed Wortman: Full closure.
- Stella Funk Butler: Full closure.
- Susan Lindsay: Full closure. The Buckman Community Association voted on this a long time ago. We do not support the temporary bridge for reasons already stated.
- Timothy Desper: I'm in the middle. I want to honor the committee's work and support what most are leaning towards, but I want to highlight the houseless community. A full closure will be hard for them, and all pedestrians so I hope we can be creative about mitigation.
- Robert: McDonald: Full closure.
- Tesia Eisenberg: Full closure for the reasons stated. But I am glad for everyone who brought up concerns about the houseless populations.
- Howie Bierbaum: Full closure for the reasons stated: time, cost, and environmental impact.

After the committee shared their initial thoughts Allison opened up the committee for discussion. Questions and comments were as follows:

- Cameron: Can you repeat how much construction time the temporary bridge adds?
 - Steve: Two years for any replacement alternative, and a year and a half for the retrofit.
- Paul: Oregon Walks is curious about the possibility of a bike and pedestrian ferry. I don't think that's been discussed before. Is that feasible to talk about later on in the process?



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- Steve: Subject to where the ferry would pick up and drop off, it is feasible. However, it would likely be very difficult to get designed, mobilized, and permitted. At this point, it is not a part of the project.
 - Cameron: I want to echo what Steve said as a maritime representative. I currently don't know of any boats that could facilitate that. It would take a lot of permits as well because there is currently no dock on the west side of the Burnside Bridge. It would be a long process to make happen.
 - Mike Pullen, Multnomah County: If there is no detour bridge, we do plan to explore TriMet passes for social service clients who are impacted by the bridge closure.
- Fred: I want to clarify my earlier statement. I attended the transportation working group meetings, requested the technical report to review and I looked at all of the numbers very carefully. I believe a very thorough transportation plan needs to be a part of the project to mitigate the gridlock that this project will cause during a full closure.
 - Jennifer: I agree with Fred. The current traffic is already bad, especially in Old Town and along the Broadway corridor during the afternoon rush hour. Any thoughts on traffic easement in that area will be appreciated.
- Art: What are the overall numbers for how many bikes and pedestrians would be displaced compared to neighboring bridges?
 - Steve: For the Burnside Bridge, the numbers are generally in the middle to lower range compared to other bridges in the area. I believe bike crossings are around 2,500.
 - Mike: I think the Burnside is the fourth most popular bike bridge, after Hawthorne, Steel and Broadway. Tilikum is also popular.
 - Steve: The average daily pedestrian use is 1,050 as of May 15, 2019.
- Bill: Let's remember the purpose of why we're here. Building a seismically sound bridge is already years away until complete, so something like a ferry would be good to have sooner rather than later. It would serve the purpose of having an earthquake safe river crossing as well as help with traffic mitigation.
 - Cameron: The Portland Spirit is already a part of the City's emergency plan. If something were to happen, we would ferry people across the river. The location of the Burnside Bridge would require a dock on the west side, and the time that it would take to get people on and off the boat for daily use might be more than detouring to another bridge. However, a ferry might be better for ADA accessibility.
 - Jeff: This is a good thing to look into more. Our early review of what would happen in the event of an earthquake showed that there would be landslides, downed trees, and many logs in the river. I'm concerned that the water may not be navigable for days or weeks following an earthquake.
- Jackie: I appreciate those concerned with houseless people and car traffic. I'm personally concerned with ADA accessibility. I walk across the bridge on my way to work and when the number of lanes changed it became very unsafe. That alone created safety issues for pedestrians up and down Burnside. I think it's a hard decision to close it completely, but in terms of safety, it's the better decision.



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Allison asked if the committee was ready to vote and called for someone to put forth a recommendation. The official vote is as follows:

- Susan: I move that we do not build a temporary bridge and go with a full closure.
- Art: Support
- Bill: Support
- Cameron: Support, for reasons stated earlier.
- Dan: Support, channeling Old Town's land use committee in affirmative.
- Fred: Support, with a provision that there is serious traffic delay mitigation plan for vehicles, bikes, and pedestrians.
- Gabe: Support, agree with Fred and hope to look into a bike and pedestrian ferry.
- Howie: Support
- Jackie: Support
- Jennifer: Against, with the interests of Central City Concern and pedestrians in mind.
- Kiley: Support
- Paul: Support
- Marie: Support
- Peter: Support. And I want to say that I'm a frequent user of the bridge with my home and office off Burnside on each side of the river. I feel for pedestrians and want to do anything we can to increase access for them.
- Sharon: Support
- Ed: Support
- Stella: Support
- Susan: Support
- Timothy: In the middle
- Robert: Support
- Tesia: Support

The recommended traffic option during construction is a full bridge closure with 18 votes in support, 1 middle vote, and 1 opposed.

RECOMMEND BRIDGE ALTERNATIVE

Allison asked everyone to state their preference on the recommended bridge alternative thus far, noting that this would not be their final vote. Their initial preferences were as follows:

- Tesia: Long span because it comes out on top in almost every category.
- Robert: Long span.
- Tim: Long span.
- Stella: Long span.



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- Cameron: Long span seems to be the best option. It's the cheapest, shortest construction time, and on top in almost every category. And most importantly, by far, it's the most seismically resilient which is the whole point of the project.
- Bill: Long span. I was pleased to see examples of a long span tied arch with a bascule lift. My only concern is aesthetically. With either a cable stayed or tied arch on either side of the lift, the size should be balanced out.
- Dan: Personally, I tend to lean towards the long span but the Old Town Community Association is leaning towards the short span.
- Fred: Long span was my favorite since the beginning. My first concern is always seismic resiliency. Minimizing impacts to east side businesses is also important and this bridge can span over Pacific Coast Fruit Company's property and the Skatepark. Project cost is also a big factor.
- Gabe: I'm definitely in favor of the long span for the ability to avoid the geotechnical hazard zone, and all of the other reasons it scored highest. I want to thank the staff for all of the visuals to show us what this bridge might look like from different angles.
- Jackie: Long span. Avoiding the geotechnical hazard zone is a big factor.
- Jennifer: Long span.
- Howie: Long span, with some reservations about aesthetics.
- Kiley: Long span.
- Paul: Long span. It's the best alternative because it has the fewest impacts and the lowest cost. I like all the replacement options for the increased space for multimodal transportation, but the long span also has increased space under the bridge.
- Marie: Long span, for all the reasons stated.
- Peter: Long span is what needs to be built because of the liquefiable soils and fewer pillars. That being said, I have reservations about the aesthetics. When I cross the bridge whether driving, walking, or biking, what strikes me is the simplicity of the bridge and that it allows me to see the city. The consequence of the long span is that it requires a superstructure. I think it will be an issue through the historic landmark review and the demolition review. But I am confident with the engineer's abilities and the materials available that they can take these concerns into account while designing the superstructure.
- Susan: I like the seismic resiliency of the long span but I'm concerned about aesthetics. Seeing the recent protests crossing the bridge, I was struck by the tremendous openness of the bridge and the melding of the east and west side. One of the best things about the inner east side, which has long been considered the "step child" of Portland, is the views we have of downtown. I don't want to see that connection obstructed, but I will support the long span and hope to remain involved throughout design of the superstructure.
- Ed: It's taken me a while to decide. I'm leaning towards the long span but concerned about the aesthetics. My background is in bridge construction, so I know building over the railroad and freeway is really challenging. There aren't many other examples of that in the world. I'm concerned about what the cost of a bridge could actually end up being with all of the risk factors. I've gotten input from the project team about these concerns and am more confident

that the design team will come up with a satisfactory solution. Another factor is the need to avoid the poor soils on the East side. Steve is confident that through jet grouting, the short span will be possible but it's expensive. But there will still be risks in the event of an earthquake and it sounds like the long span is the most reliable and best option to avoid as much risk as we can. I've been concerned about the poor soils on the east side for years since I learned that ODOT abandoned the idea of making I-5 seismically resilient because of it.

- Sharon: Long span, with some reservations about proportions on the east and west, and what happens in the middle.
- Art: The long span definitely has a lot of benefits. I appreciate the team creating all of the long span images for us. I spent a lot of time looking at examples of long span bridges. I'm still struggling with the aesthetic, because I can't find examples of a long span bridge in a city center like this would be. The Burnside Bridge is connecting neighborhoods, not regions like we typically see with these bridges. The tradeoff for less structure below is more structure above but I'm not convinced that the extra space below is necessary, other than to save the Skatepark, which I'm entirely for. I'm afraid this extra space will just be empty spaces in the park. I'm concerned about the arches on the top as well and how they will impact the White Stag sign. I appreciate what the team said about it being a "dynamic view" but that just means you'll have to look for it. Otherwise, the long span is ahead in every category. I'm hoping the design team can get really creative about the superstructure and explore what forms it can take.
 - Peter: I really like what Art said about connecting neighborhoods, not regions. I never thought about it like that. I was a part of the Central City in Motion plan years ago and back then downtown and the east side were really different places. That's changed and I want to put forth the concept of connecting neighborhoods.
 - Bill: I agree with Art as well, he's really articulated my concerns. I think this design is going to be really complicated because it's essentially three different bridges, the east span, west span, and the lift. And it's all competing with the buildings. I hope it can be done elegantly.
 - Cameron: I spent some time this weekend looking at bridges online and I saw an example of a "one-sided" bridge span; the Samuel Beckett bridge. I also want to point out that a large part of the current bridge's appeal is the towers. I wonder if it's possible to save them and incorporate them either into the new bridge or in the surrounding area somehow.

Allison asked if the committee was ready to vote and called for someone to put forth a recommendation. The official vote is as follows:

- Robert: I propose the Replacement: Long Span as the Preferred Alternative.
- Art: In the middle, with concerns about aesthetics.
- Bill: Support
- Cameron: Support
- Dan: In the middle



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- Fred: Support
- Gabe: Support
- Howie: Support, with concerns about aesthetics.
- Jackie: Support
- Kiley: Support, with concerns.
- Paul: Support
- Marie: Support
- Peter: Support, on the condition that the bridge be designed to act as a connection between neighborhoods. It should act as a stage like we're seeing it used now with the demonstrations.
- Sharon: Support
- Ed: Support
- Stella: Support
- Tim: Support
- Tesia: Support
- Robert: Support
- Susan: Support, with strong concerns about aesthetics. I second what Art and Peter have said. I support for the cost, but do not like the aesthetics.

The recommended bridge alternative is the Replacement: Long span with 17 votes in support, 2 votes in the middle, and multiple conditions of design aesthetic concerns.

- Peter: Should one of us write a statement expressing our aesthetic conditions?
 - Allison: Let's wait to review the meeting notes to see if the official record accurately expresses your concerns.

NEXT STEPS

Type Selection Phase

Heather congratulated the group for coming to this recommendation and all of the work that led up to it. She reviewed the next steps in the process for the CTF. The committee will not meet again until September. At that point they will review comments from the public on their recommendation and make a final recommendation for the Policy Group's approval. They will also begin the process of bridge type selection in the fall.

Upcoming Meetings and Outreach

Allison reminded the committee the next meeting would not be until September.

Closing Remarks

Allison thanked everyone for their time and wished them a good evening.





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- Cameron: Thanks to the staff for all of the work behind the scenes. I enjoyed the process.