EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County is creating an earthquake ready downtown river crossing.

BETTER – SAFER – CONNECTED

August 19, 2019

Community Task Force – Agenda Meeting #9

Project:	Earthquake Ready Burnside Bridge
Subject:	Community Task Force Meeting #9
Date:	Monday, August 19, 2019
Time:	Meeting 6:00 p.m. to 8:00 p.m. *(Refreshments from 5:30 p.m.)*
Location:	Mercy Corps - 45 SW Ankeny Street, Portland. Aceh Room

TASK FORCE MEMBERS

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

PROJECT TEAM MEMBERS

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

Purpose:

1. Provide an update on proposed outreach in September
2. Identify any new refinements or additions to the draft measures

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August 19, 2019

Agenda:

Time	Session	Lead
6:00 p.m.	Introduction and Housekeeping • Roundtable Introductions	Heather Catron
6:05 p.m.	Public Comment *Meeting observers are welcome to provide comment at this meeting. Time limits will be determined by number of people desiring to make comment.*	Heather Catron
6:15 p.m.	Welcome and Project Update • Project update • Working group and briefings updates	Heather Catron

6:25 p.m.	September Outreach
	• Preview of proposed outreach approach in September
	  ○ Online outreach
	  ○ Community tabling and briefings schedule
	  ○ Diverse, equitable and inclusive outreach approach
	• CTF Discussion:
	  ○ *Are there other ways this information should be conveyed?*
	  ○ *How can we support you to share information?*
		Cassie Davis
		Mike Pullen
		
		Heather Catron

7:00 p.m.	Draft Measures • Review draft measures for each evaluation criteria. • CTF Discussion: ○ *Are there any additional edits or considerations to address in the draft measures?*	Jeff Heilman Heather Catron
7:55 p.m.	Next Steps • Closing remarks	Heather Catron

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

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

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

Multnomah County

EARTHQUAKE READY BURNSIDE BRIDGE

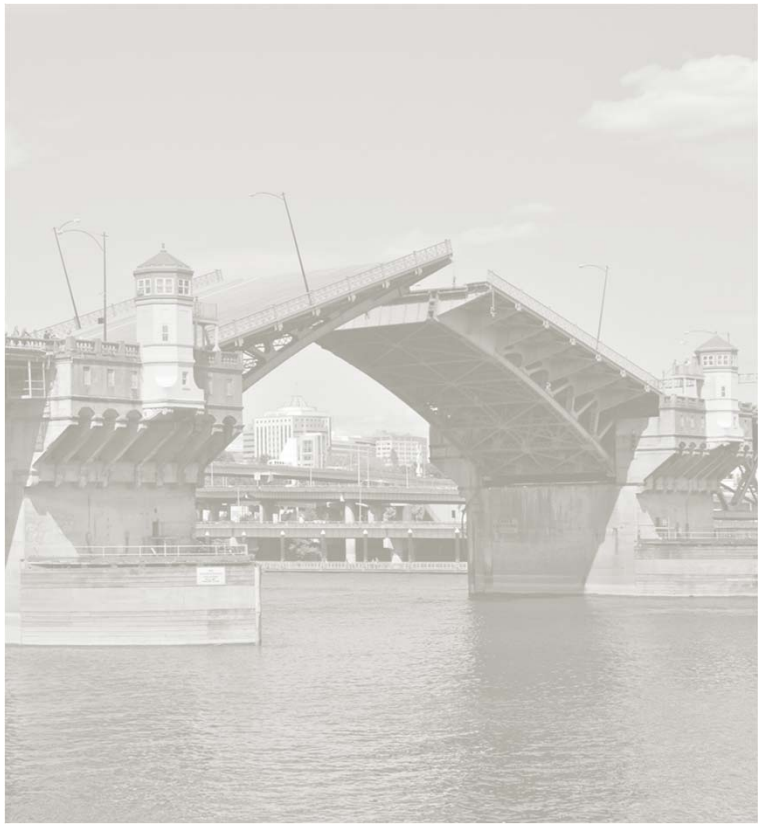
Community Task Force Meeting #9

Department of Community Services
Transportation Division

August 19, 2019

Agenda

1. Welcome & Introductions
2. Public Comment
3. Project Update
4. Summer/Fall Outreach Planning
5. Draft Measures
6. Next Steps



Public Comment

Project Update

EARTHQUAKE READY BURNSIDE BRIDGE

Since we last met…

- Working/Focus Groups
- Stakeholder Briefings

Summer/Fall Outreach

EARTHQUAKE READY BURNSIDE BRIDGE

Key Activities

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

Online Open House – Preview

Select Language
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English Spanish Chinese Vietnamese Arabic Japanese

EARTHQUAKE READY BURNSIDE BRIDGE

BETTER–SAFER–CONNECTED

Welcome Project Update What We've Learned Draft Cross Sections Traffic Management
Draft Evaluation Criteria Share your views Comment What's next

Welcome

Help Multnomah County create an Earthquake Ready Burnside Bridge.

Since the conclusion of the Feasibility Study Phase last year, we have gathered more information about recommended bridge alternatives. Before the formal environmental analysis begins later this year, we want to share some early information and get your feedback. **Complete the survey to be entered to win a fabulous prize!**

Serving us well since 1926, the Burnside Bridge needs an upgrade to last another 100 years. Work is underway to create a resilient and safe Burnside Bridge and ensure we have a river crossing in downtown Portland that will withstand a major earthquake.

Multnomah County is taking the lead in making the Burnside Bridge earthquake ready.

Summer/Fall Outreach

Committee Briefings

Completed

- New CTF Member – Peter Finley Fry, Central Eastside Industrial Council – 7/23
- Prosper Portland – 7/31
- Portland Parks Board Subcommittee – 8/6
- Coalition of Communities of Color – 8/8
- East Multnomah County Transportation Committee – 8/12

Scheduled

- Multnomah County Bicycle and Pedestrian Citizen Advisory Committee – 8/14
- Old Town Community Association – 9/4
- Historic Landmarks Commission – 9/9
- Portland Bike Advisory Committee – 9/10
- Portland Planning and Sustainability Commission – 9/10
- Neighbors West-Northwest Board – 9/11
- Lower Columbia Region Harbor Safety Committee – 9/11
- Pearl District Neighborhood Association – 9/12
- Multnomah County Cascadia Preparedness Advocates Group – 9/16
- Portland Pedestrian Advisory Committee – 9/17
- Kerns Neighborhood Association – 9/18
- Portland Design Commission – 9/19

Summer/Fall Outreach

Tabling

- **First Thursday:** Thursday, 9/5, 4:00 – 9:30 p.m. (*pending)*
- **Lloyd Farmers Market:** Tuesday, 9/10, 9:00 a.m. – 2:00 p.m.
- **Portland Saturday Market:** Saturday, 9/14, 9:00 a.m. – 5:30 p.m.
- **Portland Saturday Market:** Sunday, 9/15, 10:00 a.m. – 5:00 p.m.
- **16th Ave Farmers Market:** Sunday, 9/22, 9:00 a.m. – 1:30 p.m.

Summer/Fall Outreach

EARTHQUAKE READY BURNSIDE BRIDGE

Community Engagement Liaisons

- Focus groups - Surveys - Information sharing

Summer/Fall Outreach

EARTHQUAKE READY BURNSIDE BRIDGE

Discussion

CTF Discussion

- *Are there other ways this information should be conveyed?*
- *How can we support you to share information?*

Evaluation Criteria and Measures

Reviewing Draft Measures

Criteria Topics	
Seismic Resiliency	Visual and Aesthetics
Community Quality of Life	Natural Resources, Climate Change and Sustainability
Equity and Environmental Justice	Pedestrians, Bicyclists and People with Disabilities
Crime Reduction and Personal Safety	Motor Vehicles, Freight and Emergency Vehicles
Business and Economics	River Navigation
Park and Historic Resources	Transit
Fiscal Responsibility	

Draft Measures

EARTHQUAKE READY BURNSIDE BRIDGE

Discussion

CTF Discussion

- *Are there any additional edits or considerations to address in the draft measures?*

Next Steps

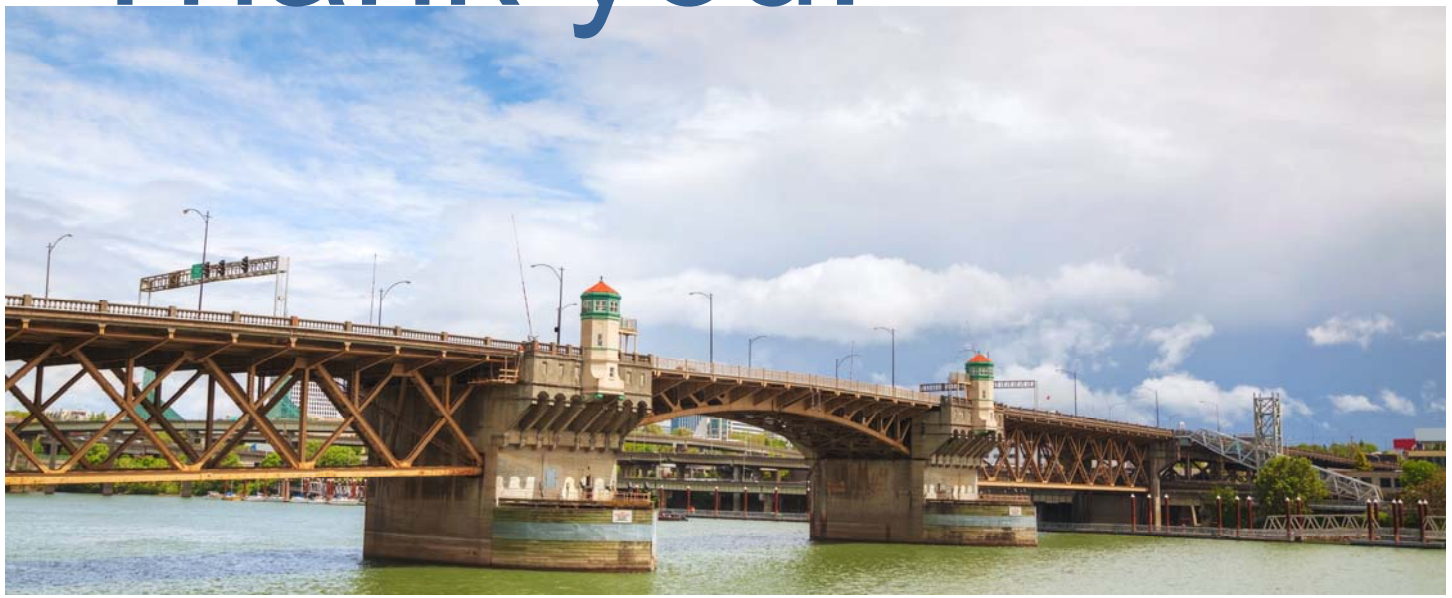
Next CTF Meeting *(at Mercy Corps)*

- September 16 – Contingency meeting if required.

Adjourn

EARTHQUAKE READY BURNSIDE BRIDGE

Thank you!



EARTHQUAKE READY BURNSIDE BRIDGE

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BETTER – SAFER – CONNECTED

Stakeholder Briefings Log

Date	Stakeholder (Org/Affiliate)	Location / Time	Status
COMPLETED			
31-May	Burnside Skatepark	10:30am @ Multnomah Building (501 SE Hawthorne Blvd)	Done - 5/31
7-Jun	Coalition of Communities of Color	9am @ Multnomah Building (501 SE Hawthorne Blvd)	Done - 6/7
11-Jun	Templeton Property Management; RJ Templeton building	3:30pm @ Templeton Building (9 SE 3rd Ave, Suite 100)	Done - 6/11
13-Jun	Beam Development (Eastside Exchange Building)	9am @ Beam Development (75 SE Yamhill St, Suite 201)	Done - 6/13
13-Jun	Pacific Coast Fruit Company	11am @ Pacific Coast Fruit (201 NE 2nd Ave #100)	Done - 6/13
17-Jun	FPI Management; The Yard building	1:30pm @ The Yard (22 NE 2nd Ave)	Done - 6/17
19-Jun	Oregon Nikkei Legacy (Japanese Historical Plaza)	10am @ Nikkei Office (121 NW 2nd Ave)	Done - 6/19
10-Jul	Portland Saturday Market	3:30pm @ Skidmore Fountain (corner of SW 1st and SW Ankeny)	Done - 7/10
11-Jul	AMR	2pm @ AMR (1 SE 2nd Ave)	Done - 7/11
12-Jul	Gerding Edlen; 5 MLK building	11am @ Gerding Edlen Office (1477 NW Everett St)	Done - 7/12
16-Jul	University of Oregon	1pm @ 70 NW Couch St	Done - 7/16
17-Jul	Portland Rescue Mission	11am @ PRM (13207 NE Halsey St)	Done - 7/17
18-Jul	Portland Rose Festival	10am @ PRFF (1020 SW Naito Pkwy)	Done - 7/18
18-Jul	Central City Concern	2pm @ CCC Admin Office (232 NW 6th Ave)	Done - 7/18
23-Jul	Central Eastside Industrial Council		Done - 7/23
23-Jul	Mercy Corps	2:30pm @ Mercy Corps (45 SW Ankeny St)	Done - 7/23
30-Jul	Salvation Army	9am @ 30 SW 2nd Ave	Done -7/30

Multnomah County

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Stakeholder Briefings Log

Date	Stakeholder (Org/Affiliate)	Location / Time	Status
31-Jul	Prosper Portland - Staff	3pm @ Prosper Portland's Office (222 NW 5th Ave)	Done -7/31
31-Jul	Rose City Transportation	8:30am @ 201 NE 2nd Ave	Done -7/31
1-Aug	Urban Development + Partners	11:30am @ 116 NE 6th Ave	Done - 8/1
6-Aug	Portland Parks Board (subcommittee)	8am @ City Hall (1221 SW 4th Ave)	Done - 8/6
6-Aug	Key Development	3pm @ MultCo	Done - 8/6
8-Aug	Coalition of Communities of Color	10am @ CCC	Done - 8/8
SCHEDULED			
12-Aug	East Multnomah County Transportation Committee	3pm @ Gresham City Hall (1333 NW Eastman Pkwy, Gresham)	Contacted
14-Aug	MultCo BPCAC	6:30pm @ Multnomah Building (501 SE Hawthorne Blvd)	Contacted
14-Aug	Night Strike	10am @ 6801 NE MLK	Contacted
21-Aug	CB Richard Ellis; Old Town Storage Building	11am @ HDR	Contacted
4-Sep	Old Town Community Association	6 @ University of Oregon (70 NW Couch St)	Contacted
9-Sep	Historic Landmarks Commission	1:30pm @ 1900 SW 4th Ave, Room 2500B	Contacted
10-Sep	Portland Planning and Sustainability Commission	2:30pm @ 1900 SW 4th Ave, Suite 2500 (2nd floor)	Contacted
10-Sep	Portland Bike Advisory Committee	6pm @ City Hall (1221 SW 4th Ave)	Contacted
11-Sep	Lower Columbia Region Harbor Safety Committee	2:15 @ Port of Portland (7200 NE Airport Way)	Contacted
11-Sep	Neighbors West-Northwest Board	6pm @ Oregon College of Oriental Medicine (75 NW Couch St)	Contacted
12-Sep	Regional Public Information Officers	10:30 @ Multnomah County Drainage District	Contacted

Multnomah County

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BETTER – SAFER – CONNECTED

Stakeholder Briefings Log

Date	Stakeholder (Org/Affiliate)	Location / Time	Status
12-Sep	Pearl District Neighborhood Association	6pm @ PNCA (511 NW Broadway)	Contacted
16-Sep	MultCoCascadia Preparedness Advocates Group	11am @ TBD	Contacted
17-Sep	Portland Pedestrian Advisory Committee	6pm @ City Hall (1221 SW 4th Ave)	Contacted
18-Sep	Kerns Neighborhood Association	5:30pm @ Pacific Crest Community School (116 NE 29th Ave at Davis)	Contacted
19-Sep	Portland Design Commission	1:30pm @ 1900 SW 4th Ave, Room 2500B	Contacted
CONTACTED / IN-COORDINATION			
	Guerilla Development; Fair-Haired Dumbbell building		Contacted
	Prosper Portland - Commission/Board		Contacted
	Street Trust		Contacted
	Native American Youth and Family Center		Contacted
	Downtown Retail Council		Contacted
	Lloyd Community Association		Contacted
	Go Lloyd		Contacted
	Portland Business Alliance		Contacted
	MultCo Disability Services Advisory Council		Contacted
	Aging Services Advisory Council		Contacted
	Voz		Contacted
	Native American Rehabilitation Association		Contacted
	Metro JPACT		Contacted
	MultCo Sustainability Committee		Contacted
	Clackamas County Coordinating Committee		Contacted

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BETTER – SAFER – CONNECTED

Stakeholder Briefings Log

Date	Stakeholder (Org/Affiliate)	Location / Time	Status
	WCCC Transportation Advisory Commitee		Contacted
	Region 1 Area Commission on Transportation		Contacted
	Willamette Riverkeeper Board		Contacted
	Portland Freight Advisory Council		Contacted

Multnomah County

DRAFT Evaluation Criteria – 8/9/19

Introduction

In June 2019, the EQRB Community Task Force (CTF) recommended 14 groups of draft evaluation criteria, based on information available at the time. Subsequently, at the 7/15/19 CTF meeting, the group okayed several modifications to those criteria including eliminating or consolidating two of the groups. The next step is to finalize the criteria within each group and finalize the measures that will be used to apply the criteria. The project team will also be gathering input on criteria and measures from other agency staff and stakeholders. When finalized, the criteria will be used to help select a Preferred Alternative during the preparation of the Draft EIS.

The following reflects changes confirmed by the CTF on 7/15/19 as well as additional recommended changes for the CTF to consider based on new information and input since the last CTF discussion.

Notes on Measures and Scoring:

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

Criteria Groups

1. Seismic Resiliency

Long Term	1a.1 Maximize confidence in post-earthquake crossing operability and reparability. • *Measure: Qualitative assessment for how much reliance on original components is needed for seismic resiliency.* • *Measure: Ability to implement reliable seismic performance mechanisms and devices.* 1a.2 Maximize post-earthquake emergency vehicle access and minimize travel time. • *Measure: Emergency vehicle travel time from X to Y. (model results if available and reliable; if not, then qualitative assessment).* 1a.3 Maximize ability for all modes to use the crossing post-earthquake. • *Measure: Ability to accommodate over-dimensional vehicles and loads.* • *Measure: Ability to simultaneously accommodate all travel modes.*
During Const.	1b.1 Minimize risk that adjacent buildings could damage or block the bridge after a major earthquake, and minimize risk that crossing construction could lessen the seismic resilience of adjacent buildings. • *Measure: Quantify length of exposure to adjacent buildings, weighting those with more URM exposure at a higher risk than other building types.* 1b.2 Minimize delay in achieving a seismically resilient crossing. • *Measure: Estimated duration of construction*

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

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

3. Equity and Environmental Justice (includes Social Services)

Long Term	3a.1 Minimize displacements of emergency beds. • *Measure: Shelter beds displaced.* 3a.2 Maintain social service providers' long-term ability to provide current level of service. • *Measure: Social service provider functions displaced (not including beds) (measured in sf displaced).* • *Measure: Number of clients currently served annually by social service function that is lost/impacted.* • *Measure: Number and significance of permanent access impacts, and availability and quality of alternative access.* 3a.3 Avoid disproportionate adverse impacts to vulnerable and Environmental Justice communities. • *Measure: Based on qualitative analysis of impacts to low income and minority populations as measured in the analysis of compliance with the Exec Order on Environmental Justice.* • *Measure: Based on qualitative analysis of impacts to other vulnerable populations as identified during outreach conducted for the Diversity, Equity, and Inclusion program outreach.*
During Const.	3b.1 Minimize temporary impacts to social service providers. • *Measure: Number, significance and duration of temporary access impacts, and availability and quality of alternative access.* • *Measure: Number, significance and type of services being provided that would likely be relocated during construction and duration of this relocation.* 3b.2 Avoid temporary disproportionate adverse impacts to vulnerable and Environmental Justice communities. • *Measure: Based on qualitative analysis of impacts to low income and minority populations as measured in the analysis of compliance with the Exec Order on Environmental Justice.* • *Measure: Based on qualitative analysis of impacts to other vulnerable populations as identified during outreach conducted for the Diversity, Equity, and Inclusion program outreach.*

4. Crime Reduction and Personal Safety

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

5. Business and Economics

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

6. Park and Historic Resources

Long Term	6a.1 Minimize park displacements and adverse functionality impacts, and maximize park functionality improvements (consider the net effect of impacts). • *Measure: Assessment of adverse impacts to parks (e.g., magnitude (sf) and qualitative assessment of impacts on functions, access).* • *Measure: Qualitative assessment of beneficial impacts (e.g., access, functions, etc.)* 6a.2 Minimize historic resource impacts. • *Measure: Number of resources displaced or damaged.* • *Measure: Number of resources with access and context impacts.* • *Measure: Character and magnitude of impacts to historic districts.*
During Const.	6b.1 Minimize temporary impacts to parks. • *Measure: Magnitude (sf) of temporary parkland displacements* • *Measure: Qualitative assessment of temporary park access and functionality impacts.* 6b.2 Minimize temporary impacts to historic resources. • *Measure: Qualitative assessment of temporary impacts to historic resources.*

Recommendation for 7. Visual and Aesthetics:

- Revise 7a.3 to emphasize integration with the broader visual context of the area rather than emphasizing the historic character of the existing bridge (input from Urban Design Focus Group).

7. Visual and Aesthetics

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

Recommendations for 8. Natural Resources, Climate Change and Sustainability:

- Eliminate 8a.3 – very little if any difference in long term emissions between the build alternatives.
- Monitor 8a.1 – may be very little if any difference in stormwater between the build alternatives.

8. Natural Resources, Climate Change and Sustainability

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

Recommendations for 9. Pedestrians, Bicyclists and People with Disabilities:

- There are a lot of criteria in this group.
- Combine two of the pedestrian criteria with two of the ADA criteria (9a.3 with 9a.6, and 9a.4 with 9a.7). Facilities for each will be very similar at this stage of design, and any differences can be reflected in the scoring.
- Incorporate "travel time" (9a.5) as a measure for evaluating "access and connectivity" (in 9a.2 and 9a.4) rather than as a stand-alone criterion.
- Consider eliminating 9a.8 Bicycle and pedestrian mode share as a criterion. Models are not very effective at estimating this. It would likely be qualitatively assessed based on the effects on

bicyclist and pedestrian safety, comfort, access and connectivity which are being measured in other criteria.

- For temporary impacts, separate the criteria for bicyclists from the criteria for pedestrian and ADA users because the impacts and mitigation are likely to be different for bicyclists than for pedestrians and ADA users.
- (Note: will be bringing recommendations from "Disability Justice Report" (by Northwest Health Foundation) per Coalition of Communities of Color, for CTF to consider in ADA- and Equity-related measures).

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

Long Term

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

- *Measure: Width of bike path.*
- *Measure: Quality of protection from motor vehicles.*
- *Measure: Consistency of bike facilities with relevant Vision Zero principles (or, Consistency with Portland Bike Plan Bikeway Facility Design Best Practices) (note: measure only principles not addressed in other measures, to avoid double counting).*

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

- *Measure: How well the bike facility on the bridge connects to existing and planned bike network*
- *Measure: Travel time for this mode from X to Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)*

9a.3 Maximize safety and comfort for pedestrians and ADA.

- *Measure: Width and slope of pedestrian and ADA facilities on bridge.*
- *Measure: Quality of protection from motor vehicles, bikes and other vehicles.*
- *Measure: Consistency of pedestrian and ADA facilities with relevant Vision Zero principles (or other relevant standards including PedPDX Toolbox Strategies and Actions) (note: measure only principles not addressed in other measures).*

9a.4 Maximize access/connectivity for pedestrians and ADA.

- *Measure: How well the pedestrian and ADA facilities on the bridge connect to existing and planned pedestrian and ADA network*
- *Measure: How well the pedestrian and ADA facilities on the bridge connects to social services and other frequent destinations for users.*
- *Measure: Travel time for pedestrians and ADA from X to Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)*

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

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

~~9a.6 Maximize safety and comfort for ADA.~~

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

~~9a.7 Maximize access/connectivity for ADA.~~

- ~~*Measure: How well the ADA facility on the bridge connects to existing and planned pedestrian/ADA network*~~
- ~~*Measure: How well the ADA facility on the bridge connects to social services and other frequent destinations for users.*~~

~~9a.8 Increase pedestrian and bicyclist modal share.~~

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

During Const.

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

- *Measure: Extent of out-of-direction travel, or travel time change, for bicyclists ~~and pedestrians~~ during construction (reflect information, if available, on origins and destinations of trips using the Burnside Bridge; may require qualitative assessment and professional judgment; possibly consider the duration of temporary changes in access/connectivity)*

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

- *Measure: Extent of out-of-direction travel, or travel time change, for ADA users and pedestrians during construction (reflect information, if available, on origins and destinations of trips using the Burnside Bridge; may require qualitative assessment and professional judgment; possibly consider the duration of temporary changes in access/connectivity)*
- *Measure: Qualitative safety assessment of temporary ADA and pedestrian facilities ~~compared to existing facilities on Burnside Bridge~~.*

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

- *Measure: Quality of protection of ~~pedestrian path and~~ bicycle path from other modes.*
- *Measure: Width of temporary bicycle ~~and pedestrian~~ path.*
- *Measure: Consistency of temporary ~~pedestrian and~~ bicycle facilities with relevant Vision Zero principles (or other relevant principles/standards) not addressed in other measures.*

Recommendations for 10. Motor Vehicles, Freight and Emergency Vehicles:

- From 10a.3, eliminate the Measure *"Number and magnitude of permanent street closures or streets with restricted freight movement"*. Without the fixed bridge alternative, there's no difference between the remaining alternatives.
- Eliminate 10a.4. Without the fixed bridge alternative, there is no difference in the permanent impact to on-street parking.
- Monitor results of 10a.2 in the future. The elimination of the Fixed Bridge means that all alternatives will periodically stop traffic for bridge lifts. However, there may be some difference in travel time between the couplet and other alternatives, depending on traffic control for streetcar and the effect of buses on traffic movement through the tight S-curve on Couch Street.

10. Motor Vehicles, Freight and Emergency Vehicles

Long Term

10a.1 Maximize safety for motor vehicles and freight.

- *Measure: Qualitative assessment of impacts to motor vehicle safety (factors TBD: may include lane width and other cross section details, curve radii, potential conflict with other modes, and others)*

10a.2 Maximize capacity and travel time improvements for motor vehicles, freight and emergency vehicles.

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

10a.3 Maximize access/connectivity for motor vehicles, freight and emergency vehicles.

- *Measure: How well the travel lanes on the bridge connect to existing and planned street network*
- ~~*Measure: Number and magnitude of permanent street closures or streets with restricted freight movement*~~

~~10a.4 Minimize impacts to on-street parking.~~

- ~~*Measure: Number of on-street parking spaces after project compared to No-build.*~~

During Const.

10b.1 Minimize temporary access and travel time impacts for motor vehicles, freight and emergency vehicles.

- *Measure: Travel time for motor vehicles from point X to point Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)*
- *Measure: Duration of temporary closure/capacity reduction*
- *Measure: Quantify number and duration of temporary road closures due to construction*

10b.2 Minimize temporary safety, on-street parking, and capacity impacts for motor vehicles, freight and emergency vehicles.

- *Measure: Number of on-street parking spaces temporarily lost during construction.*
- *Measure: Qualitative assessment of the safety of construction phase detours and reroutes relative to existing conditions.*
- *Measure: River crossing capacity during construction compared to No-build (include consideration of alternative crossing locations)*

Recommendation for 11. River Navigation:

- Eliminate Navigation as stand-alone criteria for selecting a Preferred Alternative because the horizontal and vertical clearance requirements have now been established by the River User Survey/Navigation Study in coordination with the US Coast Guard. With the elimination of the Fixed Bridge alternative, all remaining alternatives comply with the clearance requirements.
- There could still be some differences in temporary navigation impacts during construction. To address this, add a measure to 5b.2 (Business and Economics) that evaluates the temporary impacts of construction on Navigation as follows: *Measure: Temporary direct and indirect impacts to navigation during construction.*

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

Recommendations for 12. Transit:

- Eliminate 12a.3. There is no differentiation in transit capacity and travel times between the build alternatives.
- Consider combining 12a.1 and 12a.2.

12. Transit

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

13. Fiscal Responsibility

Long Term	13a.1 Minimize total project cost • *Measure: Estimated total project cost (including design, right-of-way acquisition, construction, temporary bridge, mitigation, utility relocation, etc.).* 13a.2 Minimize long-term maintenance effort/cost. • *Measure: Number and cost of major maintenance projects expected over life of the bridge.*
During Const.	13b.1 NA

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

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