



# Community Task Force Meeting

Department of Community Services  
Transportation Division

May 20, 2019

# Agenda

1. Welcome & Introductions
2. Public Comment
3. Project Update
4. Process for Reaching a Preferred Alternative
5. Preliminary-Draft Evaluation Criteria
6. Temporary Diversion Bridge
7. Next Steps



# 2. Public Comment



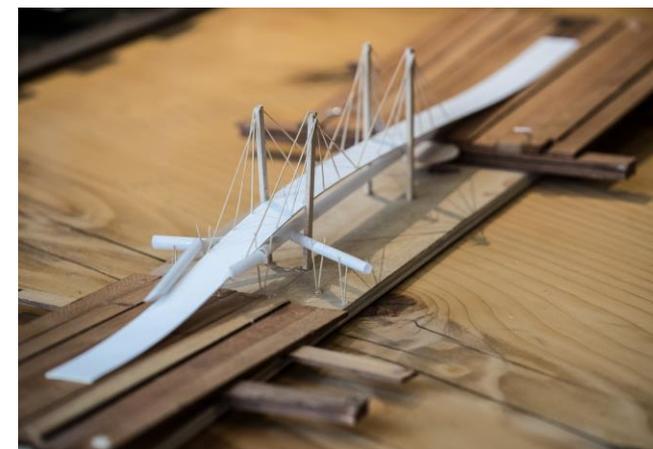
# 3. Project Update

- **Working Groups and Focus Groups**
  - Multi-Modal
- **Senior Agency Staff Group**



# 3. Project Update

## Portland State University Open House



# 4. Reaching a Preferred Alternative



**INTERESTS AND VALUES**

Earthquake Ready Burnside Bridge  
Better. Safer. Connected.

Evaluation Rating Topics and Criteria (as of 8/8/18)	SEISMIC	NON-MOTORIZED TRANSPORTATION	TRANSFORMATION	SCAFFOLD	BUILT ENVIRONMENT	FINANCIAL	Weighted Score (0-100%)
Option							
Low Existing Alignment (3a-14)							25%
Enhanced Seismic Retrofit, No Widening (3a-1)							26%
Enhanced Seismic Retrofit, Widened (3a-2)							27%
Low Northeast Widening (3a-3a)							28%
Low Southeast Widening (3a-3b)							29%
RT High Existing Alignment (3b-1a)							30%
Low South Twin - Mode Separated (3b-7a)							31%
RT High South Twin - Mode Separated (3b-7a)							32%
Low North Twin - Mode Separated (3b-7a)							33%
RT High North Twin - Mode Separated (3b-7a)							34%
Low Northeast Widening (3b-2a)							35%
RT High Northeast Widening (3b-2a)							36%
RT High South Twin - Mode Separated (3b-3a)							37%
Low Stacked (3a-8a)							38%
Low Double Widening (3a-9a)							39%
RT High North Twin (3b-4a)							40%
RT High South Twin (3b-5a)							41%

## Low North Twin

**Description:** New twin movable bridges that carry vehicles, bicyclists, and pedestrians at about the same height as the current bridge. The north twin bridge carrying westbound traffic begins and ends on Couch Street, which requires its conversion from a 2-way street to a 1-way street on the downtown side of the Willamette River. The eastbound bridge begins and ends on Burnside Street. **Recommendation:** Dropped from further consideration.

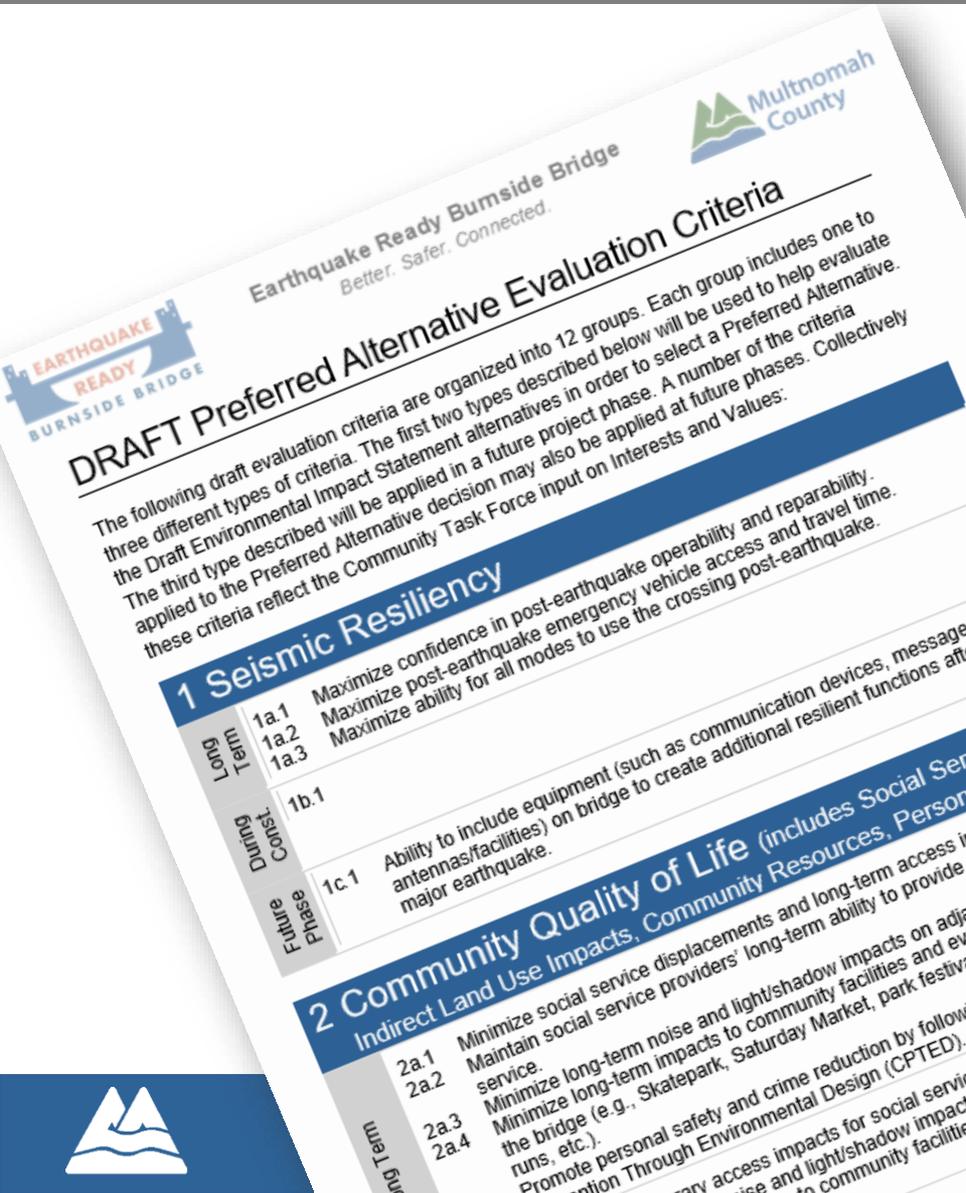
SEISMIC	EVALUATION CRITERIA		SCORE	OPTIONS	SCORING RATIONALE
	1.1 Unreinforced Masonry Risk	1.2 Disabled Vehicles Risk			
NON-MOTORIZED TRANSPORTATION	2.1 Ease of Ped + Bike Use				Possesses one of the highest URM risks of the alternatives considered.
	2.2 Safe Ped + Bike Connections				Consists of a relatively short vehicular bridge, with a narrower twin bridge, which creates some challenges for emergency vehicle use.
	2.3 Personal Security for Ped + Bikes				Possesses a short length of grade exceeding 3.5%.
	3.1 Street Network Connection				Provides average connectivity potential to high quality existing and planned bicycle and pedestrian facilities.
	3.2 Crossing Safety and Convenience				Avoids creating new potholes or ruts that would visually isolate bicyclists and pedestrians.
	3.3 Moveable Bridge (Periodic Delay)				Severs one existing street and bypasses up to three existing cross streets. Degrades roadway geometrics versus the existing condition, and changes some local street classifications.
	3.4 Local Service Impacts				Consists of a movable bridge.
	3.5 Income Housing Impacts				Impacts are...

**EXAMPLE**

**EXAMPLE**

# 5. Evaluation Criteria

## Development of Preliminary-Draft Evaluation Criteria



**EARTHQUAKE READY BURNSIDE BRIDGE**  
**Earthquake Ready Burnside Bridge**  
*Better. Safer. Connected.*

**Multnomah County**

### DRAFT Preferred Alternative Evaluation Criteria

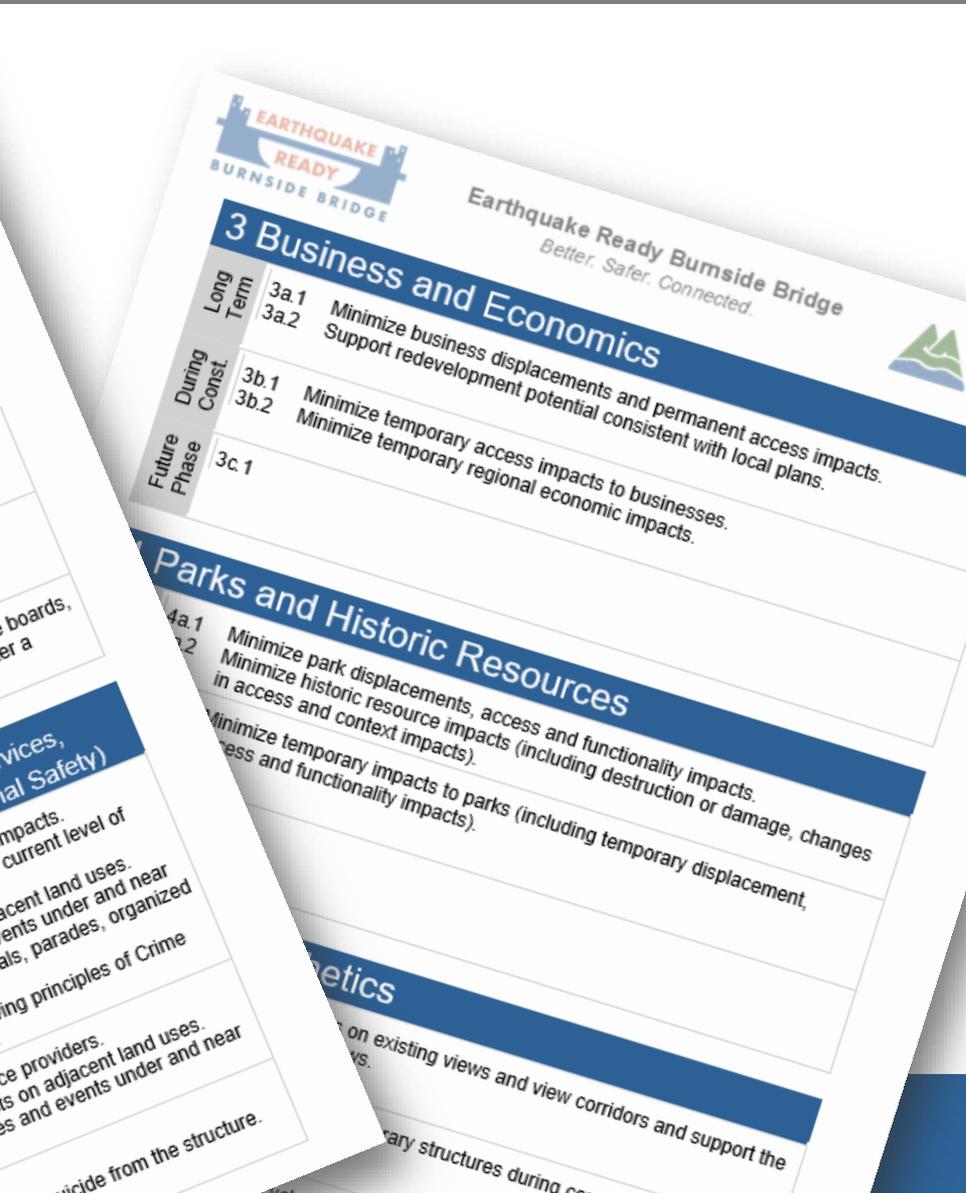
The following draft evaluation criteria are organized into 12 groups. Each group includes one to three different types of criteria. The first two types described below will be used to help evaluate the Draft Environmental Impact Statement alternatives in order to select a Preferred Alternative. The third type described will be applied in a future project phase. A number of the criteria applied to the Preferred Alternative decision may also be applied at future phases. Collectively these criteria reflect the Community Task Force input on Interests and Values:

#### 1 Seismic Resiliency

Long Term	1a.1 Maximize confidence in post-earthquake operability and reparability. 1a.2 Maximize post-earthquake emergency vehicle access and travel time. 1a.3 Maximize ability for all modes to use the crossing post-earthquake.
During Const.	1b.1
Future Phase	1c.1 Ability to include equipment (such as communication devices, message boards, antennas/facilities) on bridge to create additional resilient functions after a major earthquake.

#### 2 Community Quality of Life (includes Social Services, Indirect Land Use Impacts, Community Resources, Personal Safety)

Long Term	2a.1 Minimize social service displacements and long-term access impacts. 2a.2 Maintain service providers' long-term ability to provide current level of service. 2a.3 Minimize long-term noise and light/shadow impacts on adjacent land uses. 2a.4 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.). Promote personal safety and crime reduction by following principles of Crime Prevention Through Environmental Design (CPTED). Minimize temporary access impacts for social service providers. Minimize noise and light/shadow impacts on adjacent land uses. Minimize impacts to community facilities and events under and near the bridge from the structure.
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**EARTHQUAKE READY BURNSIDE BRIDGE**  
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### 3 Business and Economics

Long Term	3a.1 Minimize business displacements and permanent access impacts. 3a.2 Support redevelopment potential consistent with local plans.
During Const.	3b.1 Minimize temporary access impacts to businesses. 3b.2 Minimize temporary regional economic impacts.
Future Phase	3c.1

#### 4 Parks and Historic Resources

Long Term	4a.1 Minimize park displacements, access and functionality impacts. 4a.2 Minimize historic resource impacts (including destruction or damage, changes in access and context impacts).
During Const.	4b.1 Minimize temporary impacts to parks (including temporary displacement, access and functionality impacts).

#### 5 Aesthetics

Long Term	5a.1 Minimize impacts on existing views and view corridors and support the preservation of views. 5a.2 Minimize impacts on view corridors and support the preservation of view structures during construction.
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# 6. Temporary Diversion Bridge

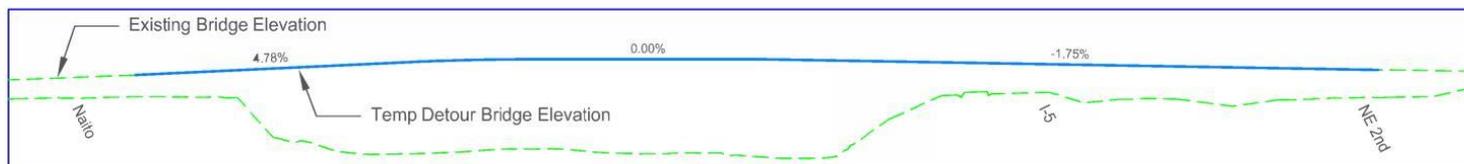
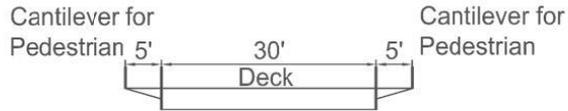
## Diversion Bridge Comparison

### Legend

	Temporary Work Bridge
	Temporary Bridge - 1 Bridge Option
	Temporary Bridge - 2 Bridge Option

Temporary Bridge - 1 Bridge Option

Temporary Bridge - 2 Bridge Option



# 6. Temporary Diversion Bridge

## Diversion Bridge Comparison

Topic	Single Bridge	Twin Bridges
Construction Cost	Baseline	Additional \$50 - \$80M
Construction Time	Baseline	Additional 6 - 9 months
Alignment Safety	Baseline	More curvature = Less safe
Detour Need	None	Yes, Approx. 1 year
On-bridge Traffic	<b>30'-36' width</b> 2 lanes + 1 MUP + 2 SWs	<b>60'-72' width</b> 4 lanes + 2 MUP + 2 SWs
Ship Impacts	Baseline	Additional tug assists
Waterfront Park Impacts	Baseline	Additional 40' width overhead
In-water Natural Resources Impacts	Baseline	Additional 40+ piles for the movable span piers
Freeway Impacts	Baseline	1-2 additional weekend closures



# 7. Next Steps

## Policy Group Ambassadors

- Email your interest to Alice or Mike

## Next CTF Meetings *(at Mercy Corps)*

- June 3, 2019
- July 15, 2019
- August 19, 2019



# Thank you!

