EARTHQUAKE READY BURNSIDE BRIDGE

Community Task Force Meeting #11

Department of Community Services
Transportation Division

December 2, 2019

Agenda

1. Welcome, Introductions & Housekeeping
2. Public Comment
3. Project Update
4. Evaluation Measures Review
5. CTF Workplan Review
6. Closing Remarks

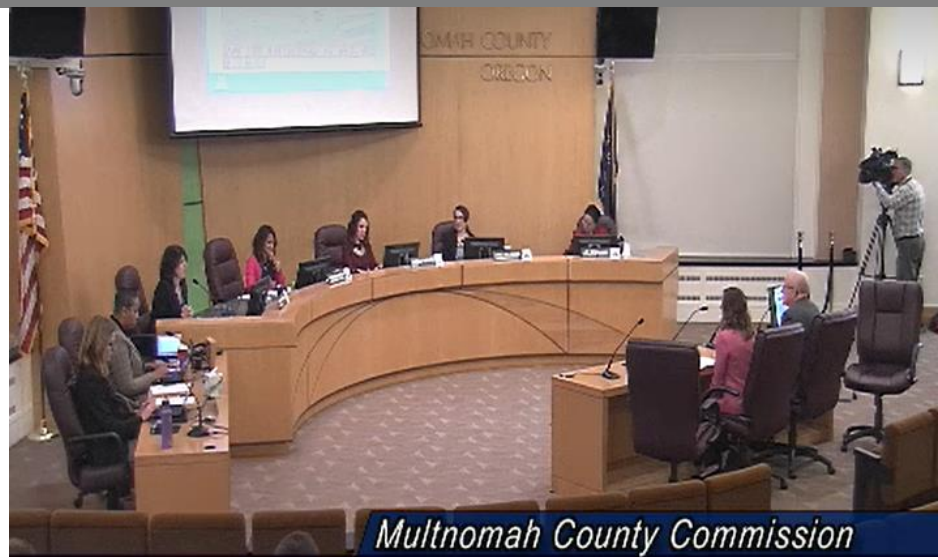
Public Comment

Project Update

EARTHQUAKE READY BURNSIDE BRIDGE

Since you last met…

- Policy Group meeting
- Board of County Commissioners meeting



Upcoming

- Portland City Council Meeting
- Notice of Intent
- Winter Outreach Planning

Evaluation Measures Review

Recommendations from Agency Input

Evaluation Measures Review

Recommendations from Agency Input

1 SEISMIC RESILIENCY

1a.3 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 level of risk exposure from adjacent buildings, weighting those alternatives with more URM exposure ~~creates~~ at a higher risk than other building types.*

Rationale: Editorial for clarity.

Evaluation Measures Review

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendations from Agency Input

2 COMMUNITY QUALITY OF LIFE

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 (Note: metrics for these two measures may include duration of impact, distance to temporary relocation, number of people affected, or other metrics as appropriate to the facility, event, and impact).*

Measure: *Number of community events impacted, as well as magnitude and character of those impacts. (See note for above Measure).*

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. (Note: metrics for these two measures may include duration of impact, distance to temporary relocation, number of people affected, or other metrics as appropriate to the facility, event, and impact).*

Measure: *Number of community events impacted, as well as magnitude and duration of those impacts. (See note for above Measure).*

Rationale: all changes in this topic are intended to clarify the various ways that "magnitude and character" might be measured.

Evaluation Measures Review

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendations from Agency Input

3 EQUITY & ENVIRONMENTAL JUSTICE (INCLUDES SOCIAL SERVICES)

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

Measure: *Social service provider functions (not including beds) displaced (measured in square feet displaced and number of clients served by displaced function), and availability of replacement functions (including quality, walking distance/time and dependence of remaining services on being proximate to the services that would be displaced).*

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

Measure: *Permanent access impacts (number, duration and significance), and availability and quality of alternative access (distance/convenience to alternative access).*

Measure: *Impact on ability of existing services to be enhanced, compared to No-build.*

Rationale: Delete text from the following bullet and add it here, and add more ways to measure this criterion.

Rationale: Clarify how to measure "quality" of replacement access.

Rationale: same as first change in 3a.2.

3b.1 Minimize temporary impacts to social service providers.

Measure: *Social service provider functions temporarily displaced (measured in square feet displaced, number of clients served by displaced function) and availability and quality of temporary replacement functions, including walking distance/time and dependence of remaining services on being proximate to the services that would be temporarily displaced).*

~~***Measure:*** *Number, significance and duration of temporary access impacts, and availability and quality of alternative access.*~~

Measure: *Temporary access impacts (number, duration, and significance), and availability and quality of alternative access (walking distance/time to alternative locations).*

~~***Measure:*** *Number, significance and type of services being provided that would likely be relocated during construction and duration of this relocation.*~~

Rationale: Replaces part of the following measure that's deleted and more closely follows language in 3a.2, for consistency.

Rationale: Replace part of the previous measure and the following measure that are both deleted. Reworded for clarity.

3b.3 Ensure that design and construction approach allow ample opportunities for DBE firms to be involved in the construction/contracting process.

Measure: *Approximate percentage of the construction work that could potentially be done by DBE (small) firms, relative to DBE goals.*

Rationale: New criterion intended to promote a design that allows more DBE participation during construction.

Evaluation Measures Review

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendations from Agency Input

4 CRIME REDUCTION & PERSONAL SAFETY

4a.1 Maximize personal safety and crime reduction by following principles of Crime Prevention Through Environmental Design (CPTED).

Measure: *Ability of design to allow activated spaces and improved sightlines beneath the bridge.*

Rationale: Specify another way to measure impact, as suggested by security professionals. Activated space and improved sightlines are part of CPTED principles.

Evaluation Measures Review

Recommendations from Agency Input

5 BUSINESS AND ECONOMICS

5a.2 Support redevelopment potential consistent with local plans.

Measure: *~~Area of land newly available for development / redevelopment~~ Qualitative assessment of the extent to which newly vacant land is able to support uses that are consistent with local plans (vs creating landlocked parcels or supporting changes in use that aren't consistent with local plans).*

Rationale: Modify to avoid rewarding more displacements while still specifying a preference that any redevelopment be consistent with local plans.

5b.2 Minimize temporary regional economic impacts.

Measure: *Estimated impact of construction on regional economic indicators (e.g., jobs, income, and cost of delay).*

Rationale: Clarify that cost of delay will be included in the analysis.

5b.3 Minimize loss of economic benefits (includes businesses and charities) 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/earnings, or provide qualitative assessment).*

Rationale: Delete words not needed. The rest of the text already implies that the the first part of the measure would be a proxy if it's not possible to monetize the impact.

Evaluation Measures Review

Recommendations from Agency Input

6 PARKS & RECREATION RESOURCES

6a.1 Minimize park displacements and adverse functionality impacts (include impacts to river recreation).

Measure: *Assessment of adverse impacts to parks and recreation (e.g., magnitude (square feet) and qualitative assessment of impacts on functions, events, and access (for maintenance, events, etc.).*

Measure: *Qualitative assessment of beneficial impacts (e.g., access, functions, potential to increase Parks revenues, increase resiliency , etc.).*

Rationale: Clarify the types of access to measure

Rationale: Add park revenues and resiliency to the list of potential beneficial impacts to consider.

6b.1 Minimize temporary impacts to parks.

Measure: ~~*Qualitative*~~ *Assessment of temporary impacts to parks (e.g., magnitude (square feet) and qualitative assessment of impacts on functions, events, access (for maintenance, events, etc.).* ~~*access and functionality impacts.*~~

Measure: *Impact of displaced events on Parks revenue.*

Rationale: Clarify what factors to consider when measuring temporary impacts to parks.

Rationale: Add "park revenues" as an impact to consider.

Evaluation Measures Review

Recommendations from Agency Input

7 HISTORIC RESOURCES

7a.1 Minimize historic resource impacts.

Measure: *Number of resources displaced or damaged (include National Register resources and local historic landmarks) and magnitude/character of impacts.*

Measure: *Number of resources with access, and context, and indirect impacts, and magnitude/character of impacts.*

Rationale: Clarify that national as well as local historic landmarks will be considered, and add detail to the types of impacts to consider.

7b.1 Minimize temporary impacts to historic resources.

Measure: *Qualitative assessment of ~~temporary~~ construction-related (direct and indirect) impacts to historic resources.*

Rationale: Add specificity to the type of construction-related impacts to consider.

Evaluation Measures Review

Recommendations from Agency Input

8 VISUAL & AESTHETICS

8a.1 Minimize adverse impacts to existing views and view corridors.

~~***Measure:*** *Qualitative assessment of potential new views.*~~

Measure: *Qualitative assessment of potential impacts on existing views and ~~designated~~ view corridors (consider historic districts' design criteria and City-designated view corridors).*

Measure: *Qualitative assessment of potential compatibility/conflicts with existing urban design features.*

Rationale: Modify so that this criterion is all about measuring impacts to the existing visual environment.

8a.2 Maximize aesthetic experience for all users approaching, on, and under the bridge.

Measure: *Qualitative assessment of ~~potential~~ visual and aesthetic opportunities (based on conceptual designs) for users on and under the bridge during both daytime and nighttime hours. Consider opportunities related to scale, forms and materials, viewing, wayfinding, transitions to and from public spaces, lighting/shade/shadows, and activating areas for public use (consider Portland design guidelines).*

Rationale: Modify to focus on addressing visual impacts and experience for all bridge users.

8a.3 Create opportunity for a crossing that provides an iconic/demonstrative visual experience

Measure: *Qualitative assessment of potential to develop gateways, new views, processional experiences, and demonstrative and/or iconic visual experiences of and on the bridge. ~~Qualitative assessment of potential compatibility/conflicts with existing public, residential and retail spaces, or other urban design features.~~*

Rationale: Modify to focus on the larger scale of visual opportunities/benefits – the opportunity for gateways, iconic visual experiences, etc.

Evaluation Measures Review

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendations from Agency Input

9 NATURAL RESOURCES, CLIMATE CHANGE & SUSTAINABILITY

9a.1 Minimize impacts to water quality and flooding.

Measure: *Estimated changes in treatment of stormwater ~~discharge~~ generated from impervious surface compared to No-build.*

Measure: *Estimated area of disturbance of potentially contaminated river substrate.*

Rationale: Modify to measure treatment of stormwater from impervious surface, rather than just stormwater, because the treatment is more important.

9a.2 Minimize impacts to fish and wildlife.

Measure: *Estimated changes to aquatic habitat (due to change in pier area below OHW and above the critical scour depth - differentiate habitat quality: higher quality (<20' deep) and lower quality (>20' deep).*

Rationale: Clarify that pier area below the river substrate is of less concern than above it.

9b.1 Minimize temporary impacts to water quality and flooding.

Measure: *~~Estimated changes in untreated runoff during construction~~ Estimated area of disturbance in proximity to the Willamette River.*

Rationale: Measure impact on riparian area instead of runoff because it may provide more variation between alternatives.

9b.2 Minimize temporary impacts to air quality, ~~and~~ green-house gas emissions and carbon sequestration.

Measure: *Change in carbon sequestration (based on change in tree cover).*

Rationale: New measure captures how tree removal could affect carbon sequestration.

Evaluation Measures Review

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendations from Agency Input

10 PEDESTRIANS, BICYCLISTS & PEOPLE WITH DISABILITIES

10a.1 Maximize City's Vision Zero principles for safety and comfort for bicyclists, pedestrians, and other low-impact vehicles (e.g., scooters, skateboards).

Measure: *Width of bike path, potential for future bicycle climbing lanes, and safety at intersections and crossings.*

Measure: *Width and slope of pedestrian and ADA facilities on bridge.*

~~***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).*~~

Rationale: Added to measure ability for future bike mode operations & safety.

Rationale: Former 10a.3 combined into this criteria.

Rationale: Moved into criteria title.

10a.2 Maximize access/connectivity for bicyclists and other low-impact vehicles.

Measure: *Quality and quantity of accesses to transit stops and other destinations.*

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

Rationale: Added to measure transit access performance for each alt.

Rationale: Deleted since without High Fixed Bridge Alt, there is no differentiation.

10a.3 Maximize access/connectivity for pedestrians and ADA.

Measure: *Quality and quantity of accesses to transit stops and other destinations.*

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

Rationale: Added to measure transit access performance for each alt.

Rationale: Deleted since without High Fixed Bridge Alt, there is no differentiation.

10b.1 Minimize temporary travel time and access/connectivity impacts for to bicyclists.

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

Rationale: Editorial change

10b.2 Minimize temporary travel time and access/connectivity impacts to pedestrians.

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 quantitative or qualitative assessment and professional judgment ; possibly consider the duration of temporary changes in access/connectivity).*

Rationale: Editorial change

~~***Measure:*** *Qualitative safety assessment of temporary ADA and pedestrian facilities.*~~

Rationale: Moved into revised 10b.3.

10b.3 Maximize City's Vision Zero principles for safety and comfort for bicyclists, pedestrians, and other low-impact vehicles (e.g., scooters, skateboards).

Measure: *Quality of protection of bicycle and pedestrian paths from other modes.*

Measure: *Width of temporary bicycle and pedestrian paths.*

Measure: *Qualitative safety assessment of temporary ADA and pedestrian facilities.*

Measure: *Quality and quantity of accesses to transit connections.*

~~***Measure:*** *Consistency of temporary bicycle facilities with relevant Vision Zero principles (or other relevant principles/standards) not addressed in other measures.*~~

Rationale: Combines elements of former 10b.2 into this criteria.

Rationale: Moved into criteria title.

Evaluation Measures Review

EARTHQUAKE READY BURNSIDE BRIDGE

Recommendations from Agency Input

11 MOTOR VEHICLES, FREIGHT & EMERGENCY VEHICLES

11a.1 Maximize safety for motor vehicles and freight.

Measure: *Qualitative assessment of impacts to motor vehicle safety based on design (factors TBD: may include elements that affect operating speed such as lane width and other cross section details, curve radii, as well as potential conflicts with other modes, sideswipes, property damage, and others)*

Rationale: Revised to measure overall performance rather than impacts

11a.2 Maximize emergency service operations and responsiveness.

Measure: *Qualitative assessment of emergency service responsiveness independent of a major earthquake (factors TBD: may include lane width and other cross section details, curve radii, potential conflicts with other modes, and others)* ~~*Maximize capacity and travel time improvements for motor vehicles, freight and emergency vehicles. Qualitative assessment of emergency service operations (factors TBD: may include lane width and other cross section details, curve radii, potential conflict with other modes, sideswipes, property damage, and others)*~~

Rationale: Added to measure emergency service performance for each alt.

Rationale: Deleted since without High Fixed Bridge Alt, there is no differentiation.

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

Rationale: Deleted since without High Fixed Bridge Alt, there is no differentiation.

11b.1 Minimize temporary access and travel time impacts to 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*~~*).*

Rationale: Editorial change

11b.2 Minimize temporary safety impacts to motor vehicles, freight, and emergency vehicles.

~~***Measure:*** *Number of on-street parking spaces temporarily lost during construction.*~~

Rationale: Deleted since no differentiation between alternatives.

~~***Measure:*** *River crossing capacity during construction compared to No-build (include consideration of alternative crossing locations)*~~

Rationale: Deleted since no differentiation between alternatives.

11b.3 Minimize temporary access and travel time impacts to motor vehicles.

Measure: *Travel time for motor vehicles from point X to point Y (quantitative travel model provides reliable estimate).*

Rationale: Motor vehicles extracted from 11.b.1 to evaluate performance separately.

Measure: *Duration of temporary closure/capacity reduction.*

Measure: *Quantify number and duration of temporary road closures due to construction.*

Evaluation Measures Review

Recommendations from Agency Input

12 TRANSIT

12a.3 Minimize transit collision vulnerability.

Measure: *Qualitative assessment for whether the bridge options create differing intersecting geometries and lane width variations, and how those may increase or decrease the likelihood of motor vehicle collisions with northbound and southbound Streetcars on MLK and Grand Avenues. (factors TBD: may include lane width, curve radii, intersection cross section, potential for conflicts between modes, anticipated weave motions, and likelihood of sideswipe collisions).*

Rationale: Added to measure transit collision safety performance for each alt.

12b.1 Minimize temporary impacts to transit access, safety, travel times, and ridership.

Measure: *Frequency and duration of LRT, Streetcar, and bus disruptions.*

Rationale: Added to measure Streetcar performance for each alt.

Evaluation Measures Review

Recommendations from Agency Input

13 FISCAL RESPONSIBILITY

13a.2 Minimize long-term maintenance needs/costs.

Measure: *Number and cost of major maintenance projects expected over life of the bridge, including the necessary bridge repairs following a major earthquake.*

Rationale: Added to also measure seismic retrofit repairs for each alt.

Evaluation Measures Review

CTF Discussion:

Endorsement of Evaluation Measures

CTF Workplan Review

Process for getting to a Preferred Alternative

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
Nov. 2019			**BCC BRIEFING #2 – NOV. 14** **Project Updates:** Project Milestone schedule, Working Groups **Topics:** September public outreach findings, Evaluation Criteria, and refined alternatives **Decisions:** Approve issuing NOI (FHWA final approval)	
	BROADER PUBLIC OUTREACH AND INPUT - NOVEMBER 2019 **Topics:** NOI Scoping Period, Purpose and Need, range of alternatives and scope of EIS **Purpose:** To inform the public and obtain feedback on the project's purpose and need, range of alternatives to be studied in EIS, and scope of the EIS.			
Dec. 2019	**CTF #11 - DECEMBER 2** **Project Updates:** PG and BCC meetings; issuing NOI; and upcoming outreach **Topics:** Final measures review. CTF workplan review and process for getting to PA.			**PMT #10 - DECEMBER 11** **Project Updates:** Dashboards review, recent and upcoming meetings and outreach **Committee Updates:** CTF workplan and process for getting to PA
Jan. 2020				
Feb. 2020	**CTF #12 - FEBRUARY 10 (4-HOUR WORKSHOP)** **Project Updates:** Environmental discipline reports and outreach **Topics:** Assign weightings to evaluation criteria			**PMT #11 - FEBRUARY 12** **Project Updates:** Dashboards review, Environmental Discipline Reports update, recent and upcoming meetings and outreach

Closing Remarks and Adjourn

Thank you!