



Community Task Force Meeting #18

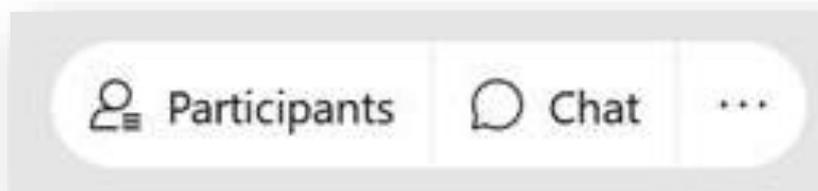
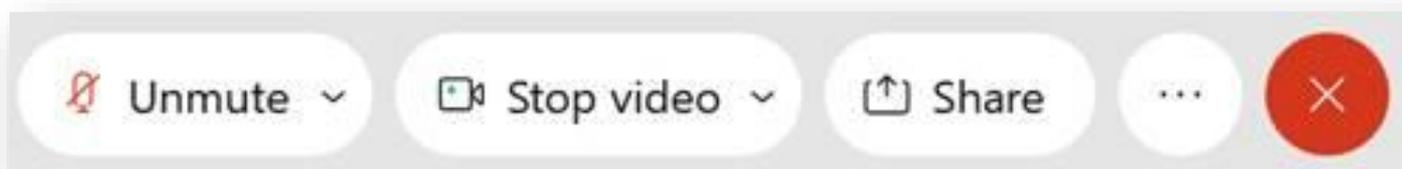
*Members join meeting via
WebEx link in calendar invite*

*NOTE: Meeting is live to the
public and recorded*

Department of Community Services
Transportation Division
October 26, 2020

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Liz Stoppelman:

(916) 200-5123

Liz.Stoppelman@hdrinc.com



Agenda

1. Welcome, Introductions & Housekeeping
2. Public Comment
3. Project Update
4. Site Context
5. Interests Assessment
6. Next Steps



Introductions and Roll Call

Community Task Force

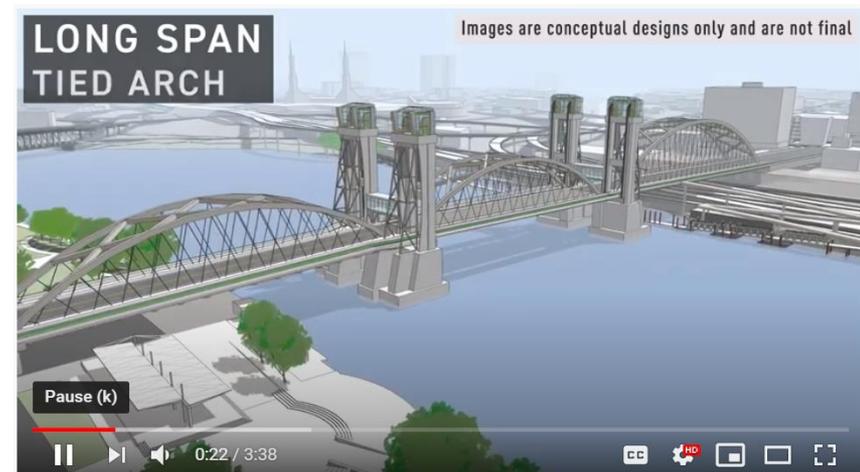
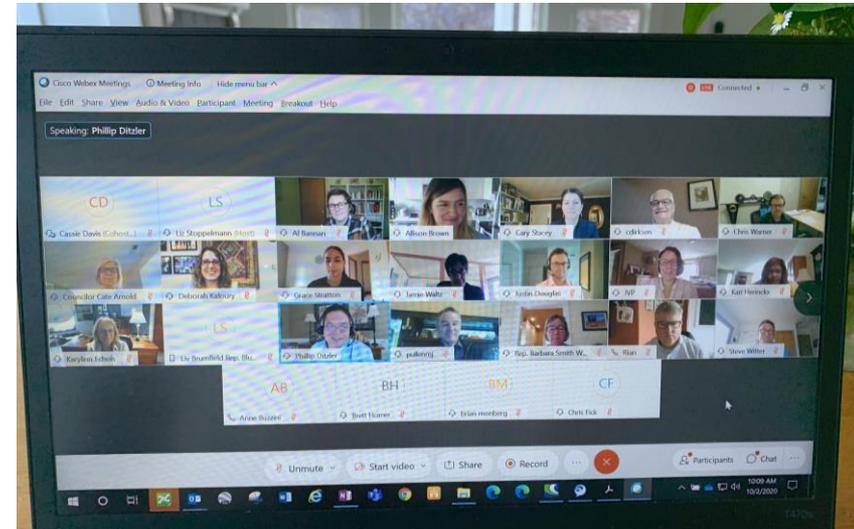
- Amy Rathfelder, Portland Business Alliance
- Art Graves, Multnomah County Bike and Pedestrian Citizen Advisory Committee
- Dennis Corwin, Portland Spirit
- Ed Wortman, Community Member
- Frederick Cooper, Laurelhurst Neighborhood Emergency Team and Laurelhurst Neighborhood Association
- Gabe Rahe, Burnside Skate Park
- Howie Bierbaum, Portland Saturday Market
- Jackie Tate, Community Member
- 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
- 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 Update

- **Policy Group Meeting**
 - PA Approval
- **Working Groups**
 - Urban Design & Aesthetics
 - Bridge & Seismic
- **City Permitting Coordination**
- **DEIS Status**
 - January Publication



Site Context



Project Purpose and Need

- Seismic Resiliency and Emergency Response
- Regional Recovery and Rebuilding
- Long-term Use



Bridge Design Criteria

Bridge Seismic Performance Criteria

It's likely that an earthquake-ready Burnside Bridge would be the only functioning bridge within weeks/months following a major earthquake.



The Burnside Bridge must:

- Sustain only minimal damage
- Be usable to all travel modes on the bridge immediately following the CSZ Earthquake
- Have its movable span operational within 1-2 months of the earthquake
- Allow heavy earthquake recovery, response, and material hauling vehicles to cross





Best for Seismic Resiliency

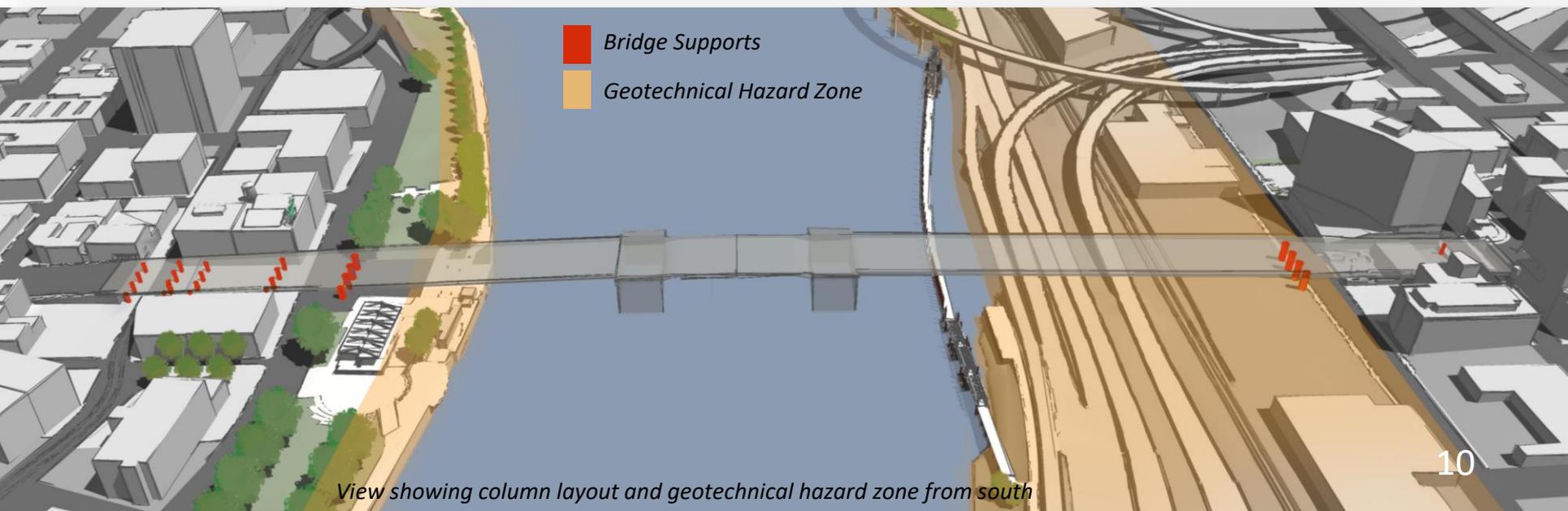


Fewer columns in liquefiable soils reduces its risk from soil movement during an earthquake



Replacement
Long Span

Support Columns



View showing column layout and geotechnical hazard zone from south

Long-span Alternative

View towards northeast



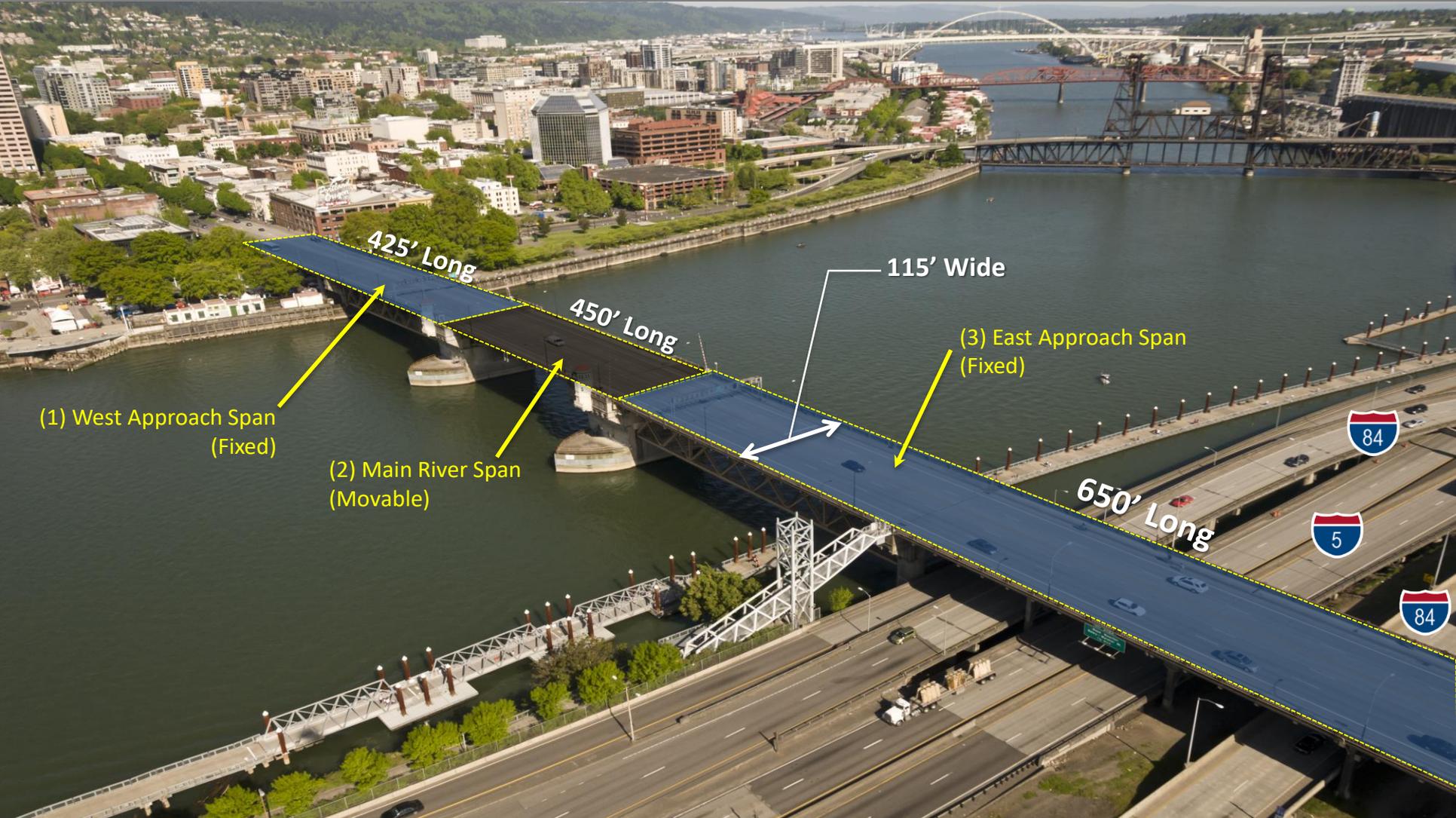
KEY:

-  RIGHT OF WAY IMPACTS
-  NEW RAMP & STAIR ACCESS



Long-span Alternative

“Three bridges in one”



(1) West Approach Span
(Fixed)

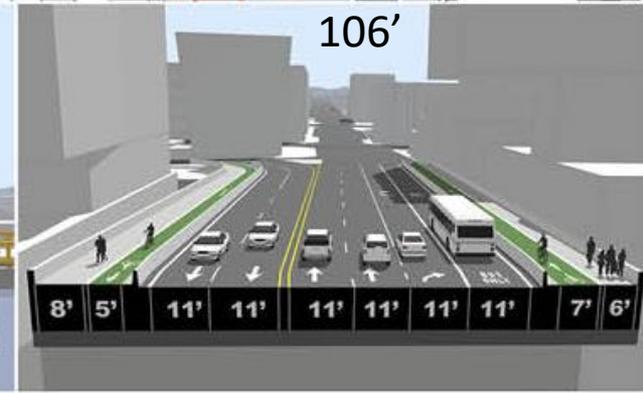
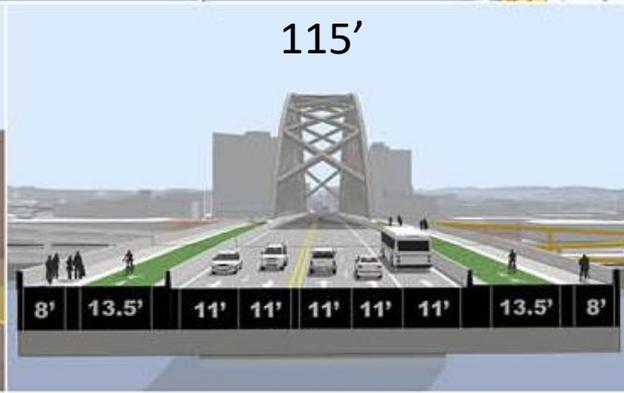
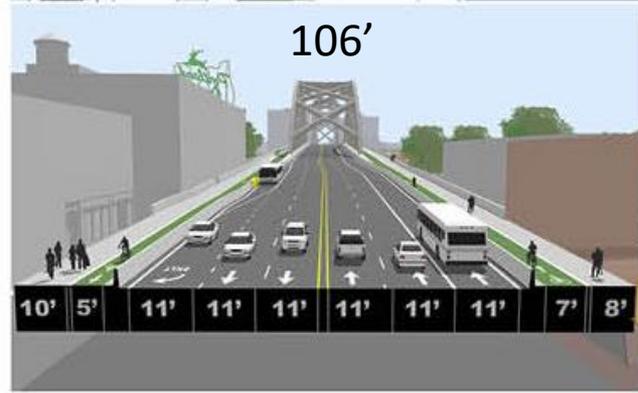
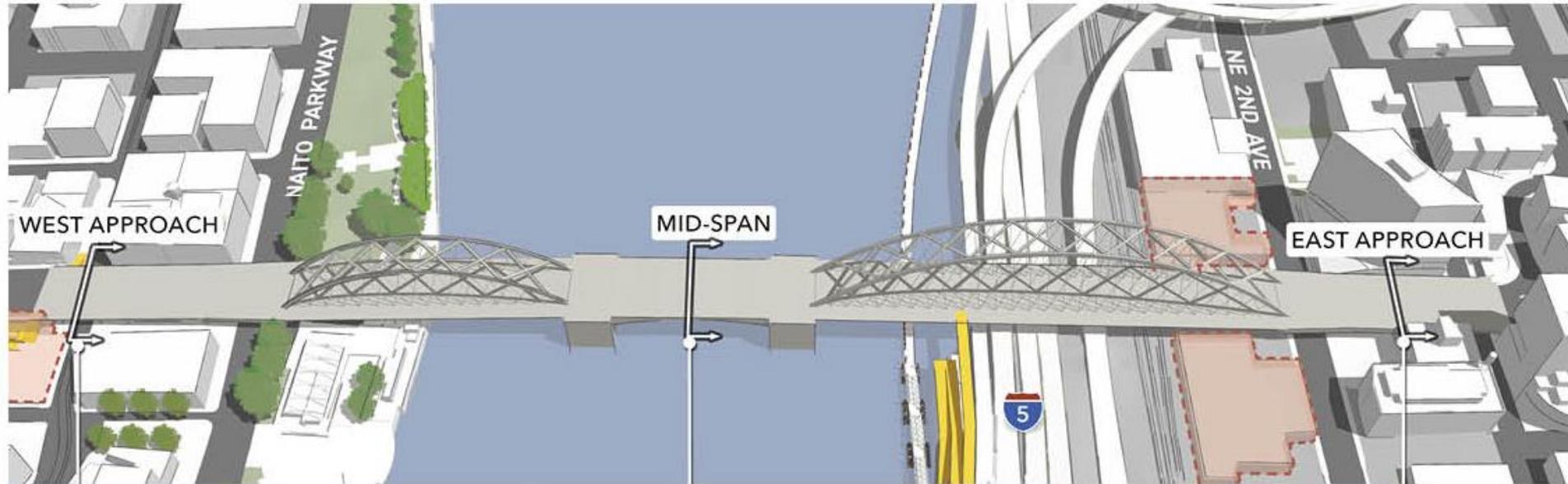
(2) Main River Span
(Movable)

(3) East Approach Span
(Fixed)



Long-span Alternative

Typical Sections



LANE CONFIGURATION AT WEST APPROACH

LANE CONFIGURATION AT MID-SPAN

LANE CONFIGURATION AT EAST APPROACH



Site Context

West Approach



East Approach



Project Context

Existing Facilities - Constraints



TRIMET 1 TriMet Lightrail Service

2 City of Portland Roadway (Naito Pkwy, NE/SE MLK, NE/SE Grand)
3 City of Portland Combined Sewer Overflow

4 Oregon Department of Transportation Highway Facilities (I-5 and I-84)

5 Union Pacific Railroad Mainline

6 U.S. Coast Guard / River Navigation



Portland Rescue Mission



TriMet - Skidmore Fountain Station



Naito Parkway

Minimize disruptions during construction



Waterfront Park / Ankeny Plaza



Japanese American Memorial Plaza

Future Compatibility



Willamette River

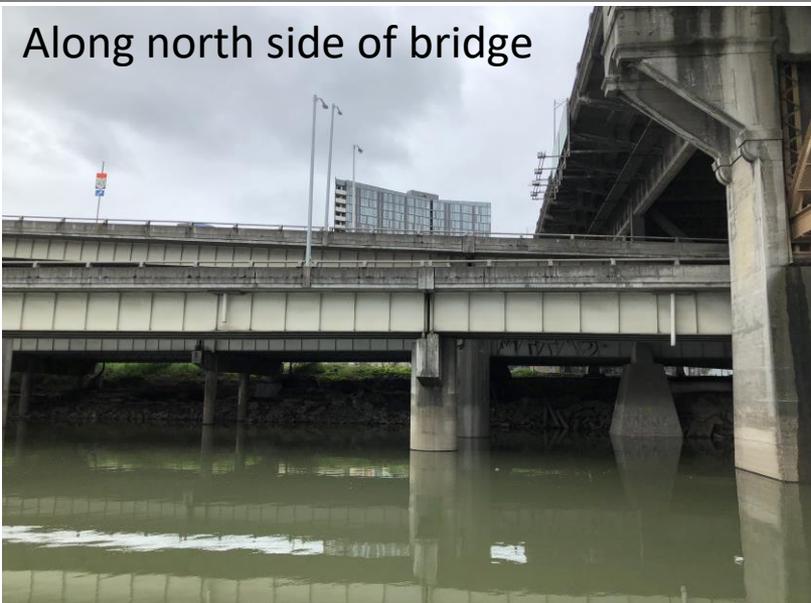
Portland as a River City



Willamette River

Views

Along north side of bridge



Along south side of bridge



On bridge

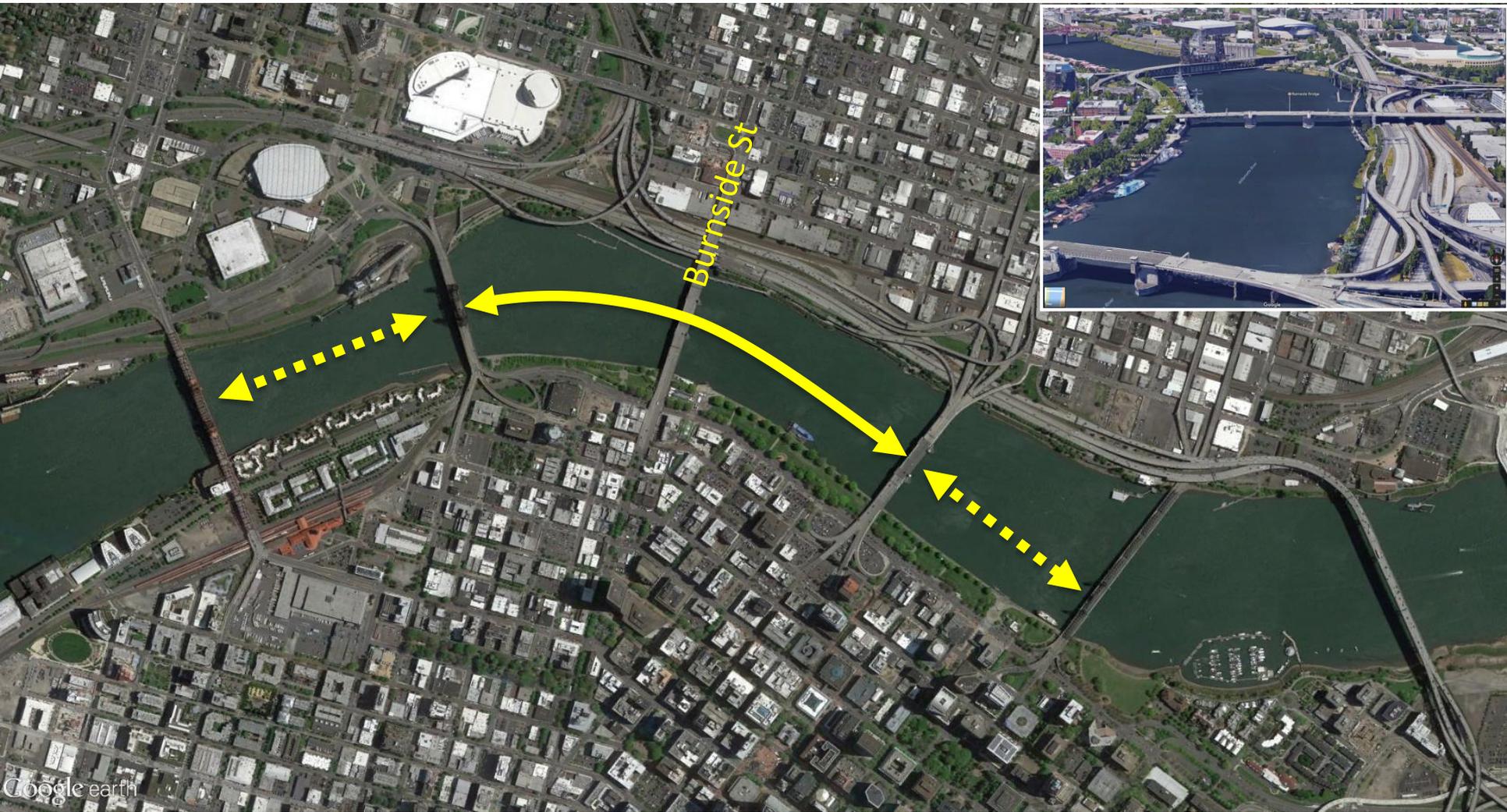


On bridge



Ship Navigation

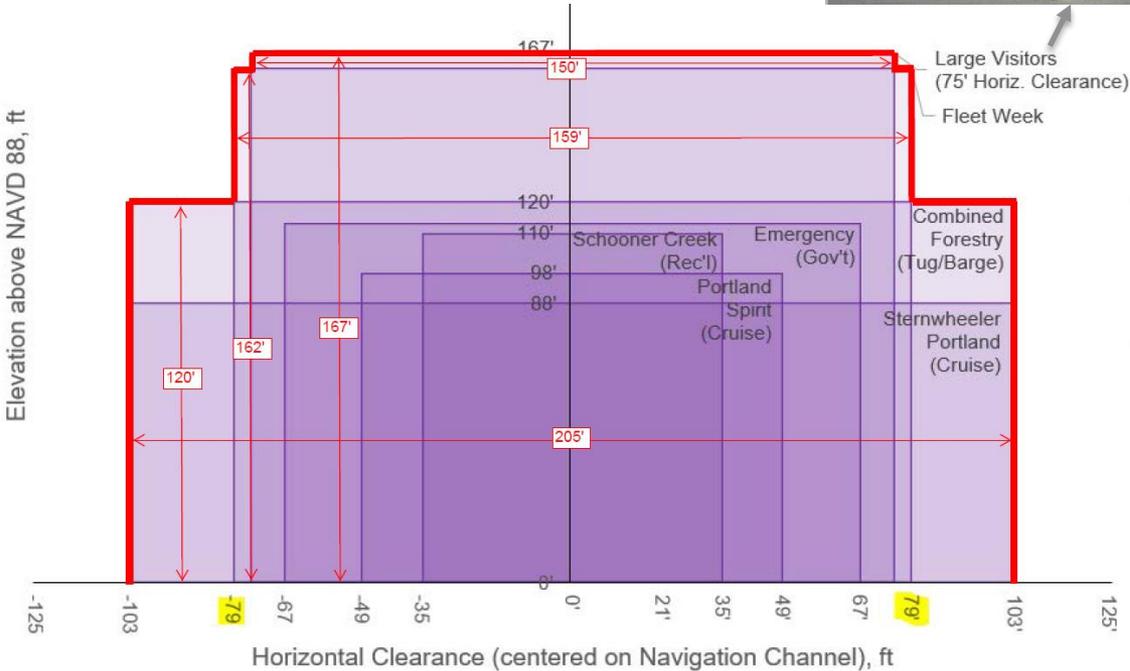
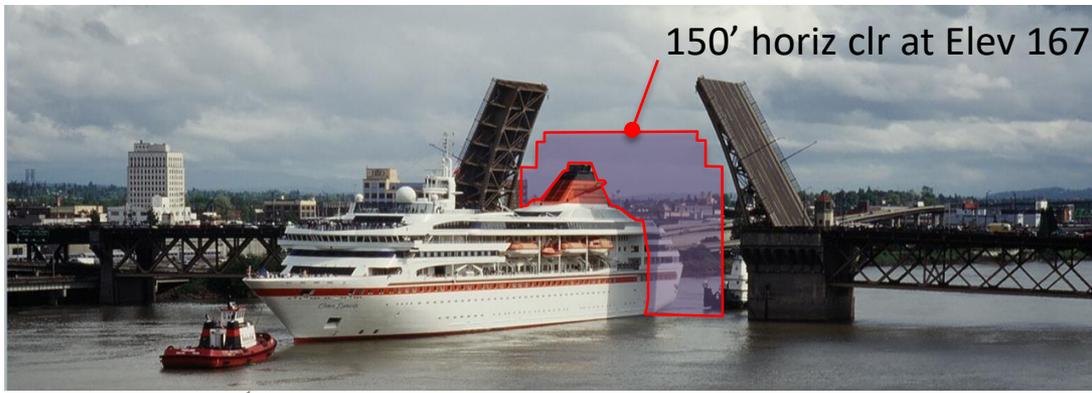
Willamette River's Main Channel Alignment



Ship Navigation

Mandatory Vertical Clearance Criteria (from USCG)

The World
(in Portland as recently as 2010)



In-river Pier Protection

Fender or Dolphin Systems



East Bridgehead

A gateway to East Portland



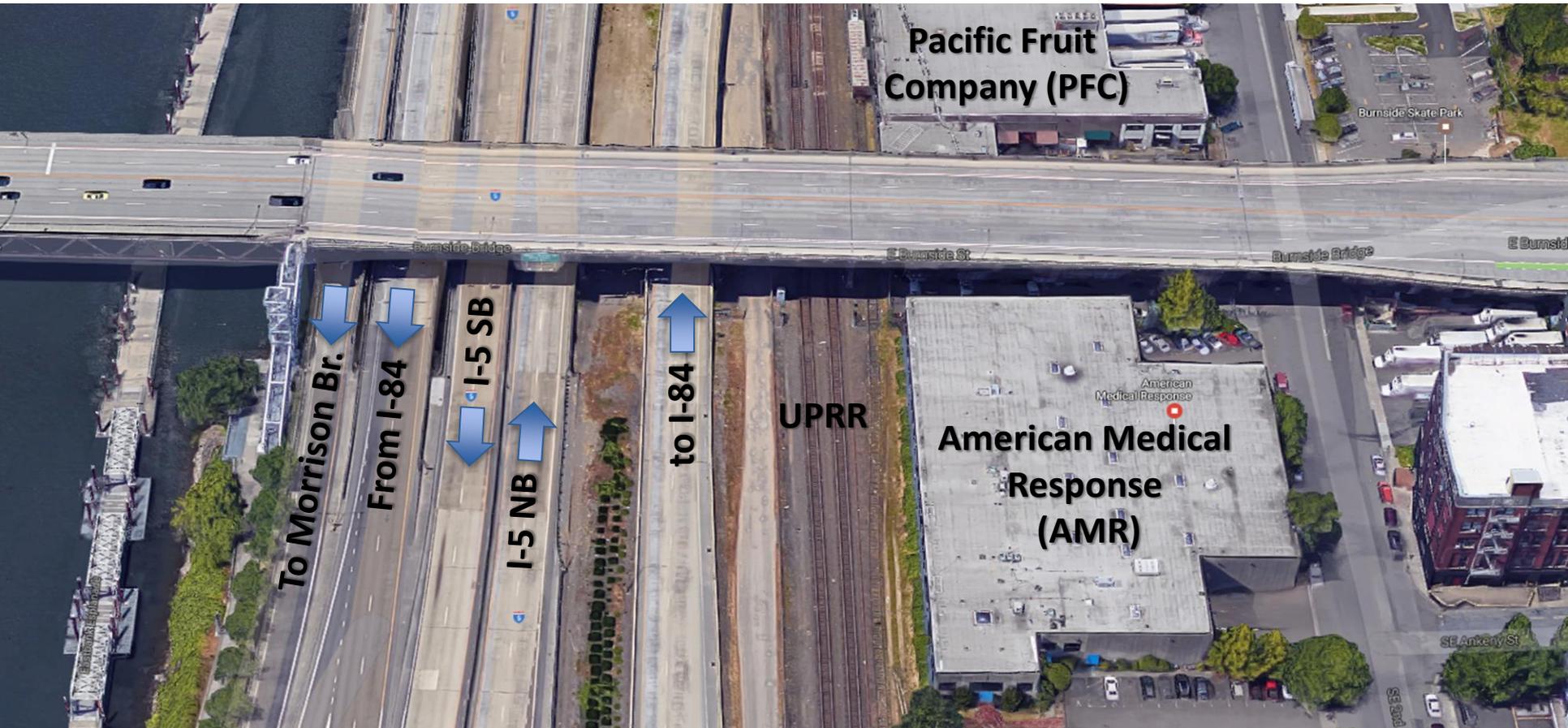
Eastbank Esplanade Connection

Urban Design Opportunity



Crossing over I-5, I-84, and UPRR

A neighborhood connection over key transportation links

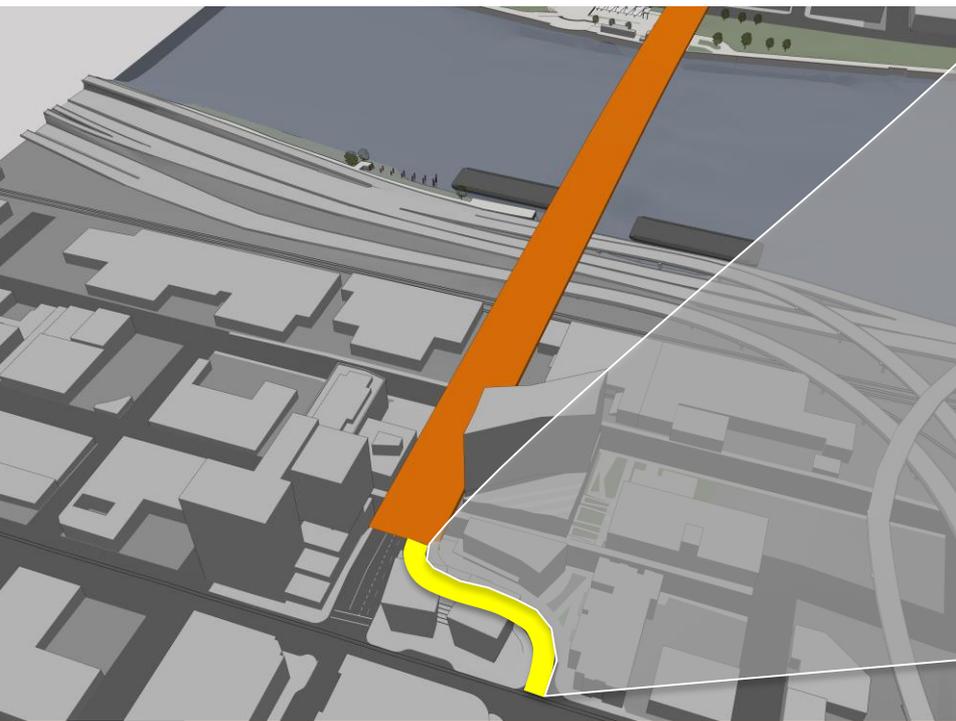
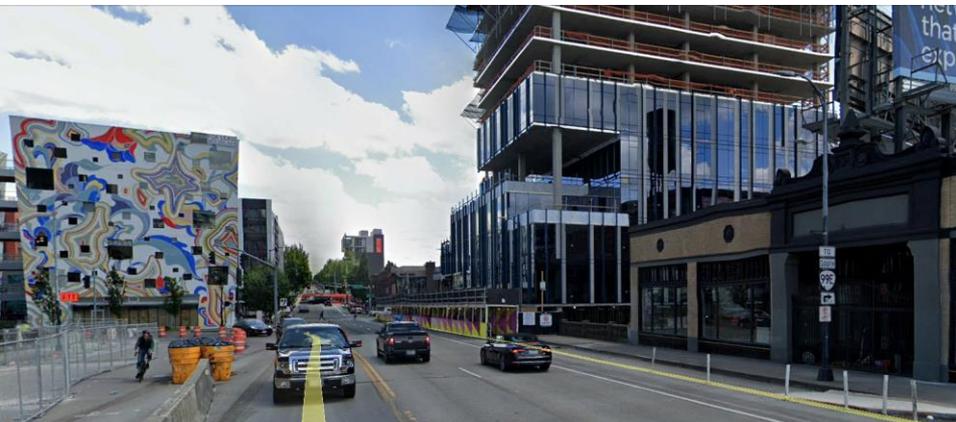


Burnside Skatepark

A world-renowned Portland asset



East Bridgehead



Existing NE Couch St. Approach

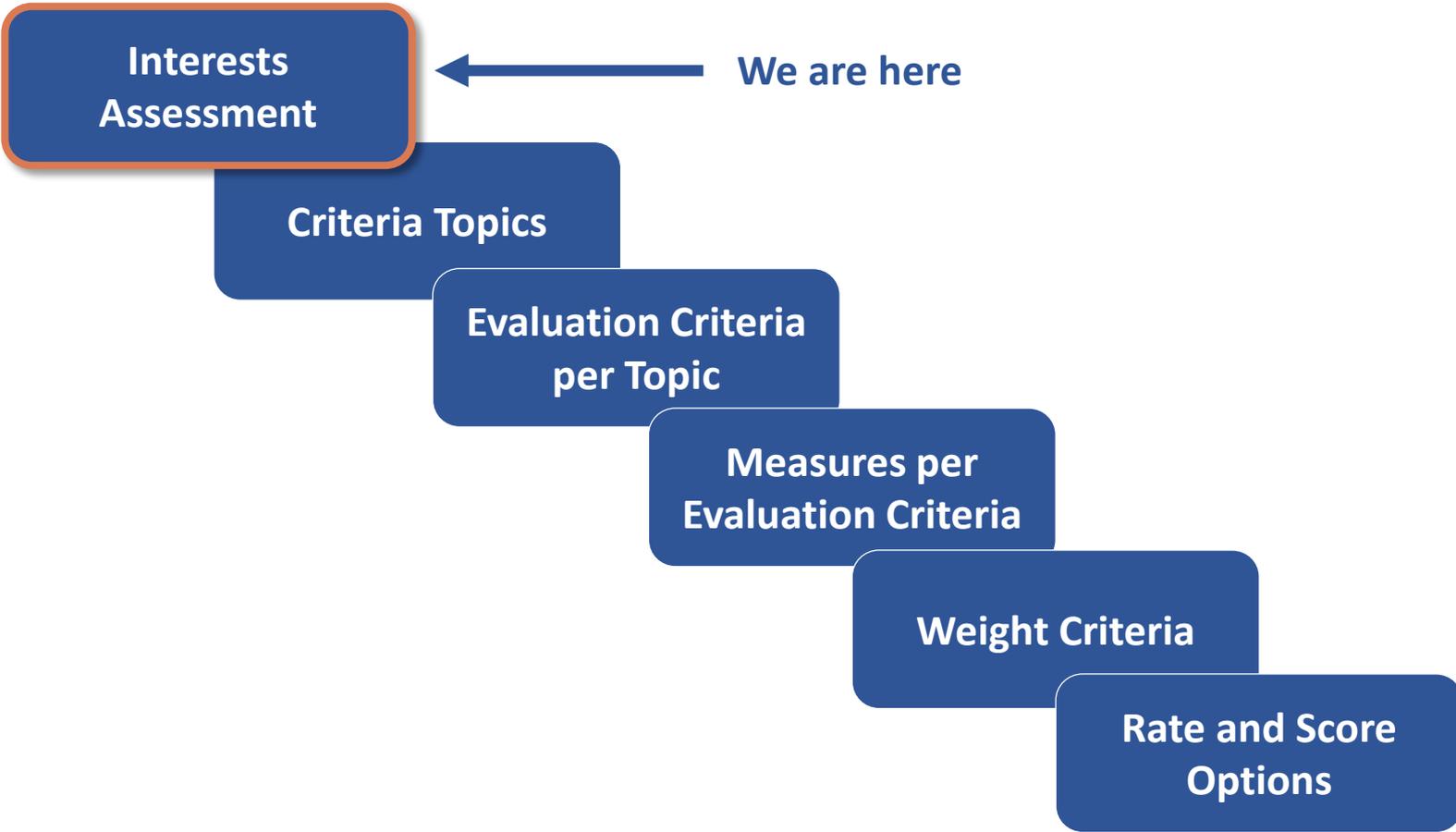


Questions / Break



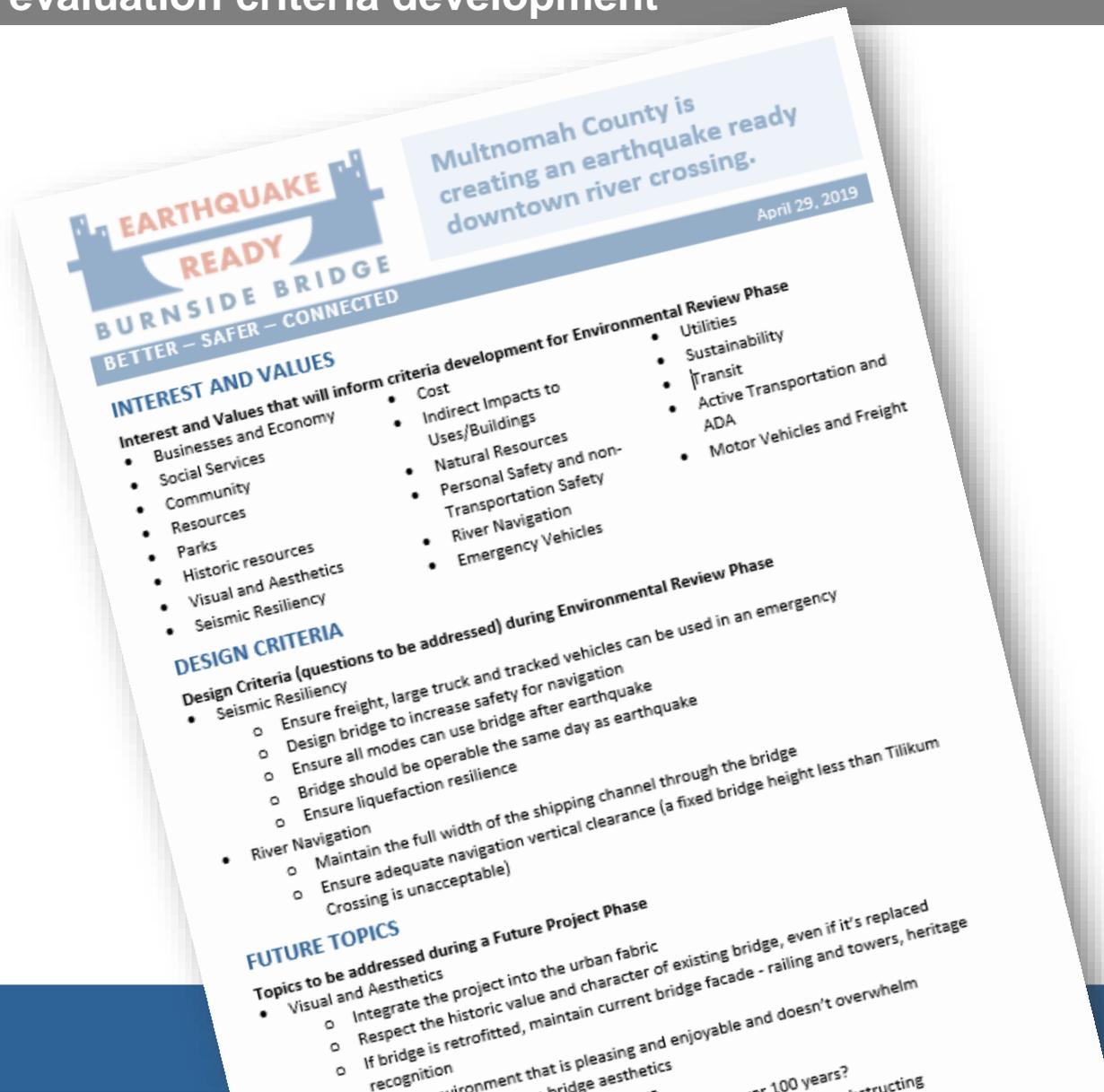
Interests Assessment

Evaluation Process - *Steps in Getting to a Recommended Bridge Type*



Interests Assessment

Input to inform evaluation criteria development



EARTHQUAKE READY BURNSIDE BRIDGE
BETTER – SAFER – CONNECTED

Multnomah County is creating an earthquake ready downtown river crossing.

April 29, 2019

INTEREST AND VALUES

Interest and Values that will inform criteria development for Environmental Review Phase

- Businesses and Economy
- Social Services
- Community Resources
- Parks
- Historic resources
- Visual and Aesthetics
- Seismic Resiliency
- Cost
- Indirect Impacts to Uses/Buildings
- Natural Resources
- Personal Safety and non-Transportation Safety
- River Navigation
- Emergency Vehicles
- Utilities
- Sustainability
- Transit
- Active Transportation and ADA
- Motor Vehicles and Freight

DESIGN CRITERIA

Design Criteria (questions to be addressed) during Environmental Review Phase

- Seismic Resiliency
 - Ensure freight, large truck and tracked vehicles can be used in an emergency
 - Design bridge to increase safety for navigation
 - Ensure all modes can use bridge after earthquake
 - Bridge should be operable the same day as earthquake
 - Ensure liquefaction resilience
- River Navigation
 - Maintain the full width of the shipping channel through the bridge
 - Ensure adequate navigation vertical clearance (a fixed bridge height less than Tilikum Crossing is unacceptable)

FUTURE TOPICS

Topics to be addressed during a Future Project Phase

- Visual and Aesthetics
 - Integrate the project into the urban fabric
 - Respect the historic value and character of existing bridge, even if it's replaced
 - If bridge is retrofitted, maintain current bridge facade - railing and towers, heritage recognition
- Environment that is pleasing and enjoyable and doesn't overwhelm bridge aesthetics
- 100 years? constructing



Breakout Session



CTF members will automatically be placed in virtual small groups with two project staff per group.



20 minutes for discussion and idea sharing. Project staff will take notes.



60 second warning when breakout sessions are about to end



Breakout Sessions

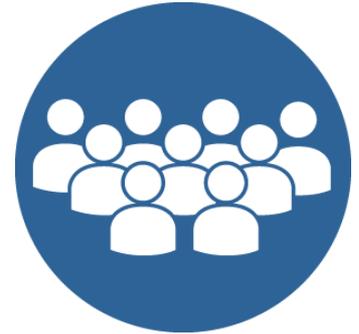
What interests and values does our community feel strongly about that must be considered as we evaluate bridge types?

We care about...



Upcoming CTF Meetings

- **November 9:**
 - Criteria topics
 - Menu of bridge types
- **November 23:**
 - Evaluation criteria per topic
 - Menu of bridge types refinement
- **December 7:**
 - Measures per evaluation criteria
 - Range of feasible bridge types
- **December 21:**
 - Finalize criteria and measures
 - Range of feasible bridge types



Thank you!

