



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

BETTER – SAFER – CONNECTED

April 29, 2019

Community Task Force Meeting #4

Meeting information

Project: Earthquake Ready Burnside Bridge

Subject: Community Task Force, Meetings #4

Dates: Meeting #4: Monday, April 29, 2019

Time: 6:00 p.m. to 8:00 p.m.

Location: Mercy Corps, 45 SW Ankeny Street, Portland

Attendees: **CTF Members:**

Art Graves, Multnomah County Bike and Pedestrian Citizen Advisory Committee
Cameron Hunt, Portland Spirit
Ed Wortman, Community Member
Frederick Cooper, Laurelhurst Neighborhood Emergency Team
Gabe Rahe, Burnside Skate Park
Howie Bierbaum, Portland Saturday Market
Jacqueline (Jackie) Tate, Community Member
Kathy Pape, Central City Concern
Matt Hoffman, Disability Rights Oregon
Neil Jensen, Gresham Area Chamber of Commerce
Paul Leitman, Oregon Walks
Robert McDonald, American Medical Response
Stella Funk Butler, Gresham Neighborhood Coalition
Susan Lindsay, Buckman Community Association
Tesia Eisenberg, Mercy Corps
William Burgel, Portland Freight Advisory Committee

Project Team Members:

Megan Neill, MultCo
Mike Pullen, MultCo
Ian Cannon, MultCo
Heather Catron, HDR
Steve Drahota, HDR
Cassie Davis, HDR
Jeff Heilman, Parametrix
Alice Sherring, Enviroissues
Aascot Bohlander, EnviroIssues
Bridger Wineman, EnviroIssues

Apologies:

Dan Lenzen, Rina Eleanor Jimmerson, Timothy Desper, Nathaniel Brown, Sharon Wood, Kiley Wilson and Marie Dodds.





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Summary Notes

The following meeting materials are appended to this meeting summary; please refer to the materials for more details and images:

- Community Task Force (CTF) Meeting Packet
- Appendix to CTF Meetings #4 & #5 – Interests and Values

INTRODUCTION AND HOUSEKEEPING

Alice Sherring, facilitator, opened the meeting by welcoming everyone. She explained that this work session would continue to explore interests and values to help inform the development of draft evaluation criteria. The session would once again take the form of small group discussions led by facilitators, building on the information provided by the CTF members in meeting #3. She introduced the small group discussion facilitators and the discussion topics that would be addressed in this meeting, which have been developed direct from the CTF's input.

Alice then briefly reviewed the agenda for the evening, relating topics to meeting packet contents and all CTF members introduced themselves.

PUBLIC COMMENT

Alice acknowledged that no registrations had been received for public comment.

WELCOME AND PROJECT UPDATE

Alice invited the project team members to share their progress updates with the CTF members.

Heather Catron, HDR, noted that during the last meeting, the CTF requested a schedule of upcoming committee meetings. She said the project team is continuing to make the final edits to that schedule. As the group moves through the process, things will evolve. The team plans to bring an updated work plan for all project committees to show how all the groups are working together. The group will go over that in their June meeting, scheduled for June 3.

Mike Pullen, Multnomah County, shared that the project team met the previous week to discuss the project's overarching Diversity, Equity, and Inclusion (DEI) Plan. Previously, the CTF expressed the desire to make sure all in the community have input on this project. There have been special efforts to engage the most impacted groups that have been marginalized by public works projects in the past in this project area. The project team is working with many partners to determine best practices in this area. We wanted to hear from them as we develop our plan. There is a consensus on tools to be used to reach those communities. We'll be engaging CELs, also known as community engagement liaisons, to complete this work. Many governmental agencies are trying to work with these groups and we're looking into ways to coordinate with them to create efficiencies. We're still coming up with ideas.





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Alice noted that the DEI plan will come to the CTF for review.

Mike also mentioned and distributed flyers for an upcoming open house at PSU, where students will be sharing their conceptual designs for a new Burnside Bridge. Mike noted that even though they were a further ahead than where this project was, he encouraged the CTF members to attend the session.

Jeff Heilman, Parametrix, shared an update from the Natural Resources Working Group's first meeting. The meeting centered around understanding jurisdictional authority and regulatory or permitting matters to consider throughout the project. This minimizes surprises down the line when working with key project partners. One key takeaway from the meeting was that the City is in the process of developing new regulations that may impact fill. These new regulations are more restrictive than existing requirements, and the development of these new regulations will be closely monitored by the team to ensure they can be addressed.

Steve Drahota, HDR, shared that he recently took part in a constructability and estimating meeting. They're trying to focus on how to build and move forward with any alternative currently under consideration. They are looking at the range of costs and physical impacts in the act of building the bridge. They are also exploring best practices for building the bridge and a diversion bridge, if selected.

Alice invited Ed Wortman, CTF member who also attended the constructability and estimating meeting to share his observations on that working group session. Ed said he was sobered by the magnitude of the challenges the team will face during the construction of the project. He said that this project and ODOT's I-5 Rose Quarter project could impact one another. However, he came away from the meeting feeling positively about how broad the representation and input from agencies has been thus far. Ed encouraged the CTF members to watch the project carefully as it will impact many community interests and spread the word to their community.

TEMPORARY DIVERSION BRIDGE

Alice introduced the temporary diversion bridge conversation. She noted that the reason why this topic was being introduced now is that the evaluation criteria will need to consider both construction or temporary impacts in addition to the long term or more permanent impacts. She shared that when she herself first learnt about this was when the full scale of the project became more apparent to her. Alice then prefaced the conversation by stating that knowing this topic will be of high interest to the group, it will be coming back to the CTF in the future. For now, she encouraged the CTF to consider their responses to following questions:

- *What are the range of things we'll need to consider as this conversation evolves?*
- *Are there any trade-offs that need to be understood in making this decision?*

Steve gave an overview of the temporary diversion bridge concept, as seen in the meeting packet appended to this summary.



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Alice invited clarifying questions and any comments from the CTF, and the discussion was recorded on flip charts:

- Matt Hoffman: Is a 5-minute bridge lift considered good, bad, or average?
 - Steve: Average. That's just the time to operate the bridge.
 - Cameron Hunt noted this is a similar operation time to the Hawthorne Bridge.
- Jackie Tate: Is 'Is it worth it,' the question this workgroup will answer?
 - Steve: The CTF makes an important recommendation to the project team about whether or not to pursue it.
- William Burgel: Will bikes be able to use the diversion bridge?
 - Steve: We will ask the multimodal working group what width is needed for bike/pedestrian traffic. That recommendation will come back to the CTF for review and consideration.
- William: Have you considered reversible lanes?
 - Steve: There hasn't been a lot of thought about that yet, but yes it will be considered.
- William: Is it difficult to hold a ship in this part of the river?
 - Steve: This slide doesn't do this curve justice. The bridge is right at the apex of the curve. We are also looking at with this wondering if we're affecting vessels from multiple points and debris, like a tunnel. We're working with the Coast Guard on this.
 - Cameron: For our vessels, it's relatively easy. But fleet week would be different.
- Robert McDonald: It looks like buildings are profoundly impacted by either choice. Does that go over the buildings?
 - Steve: At this point, we haven't figured out span configuration in this area. It's difficult to span over the building. Looking at right-of-way impacts, we're coming up with a layout that's practical right now. The second problem is how to build it. It could be there is a right-of-way impacts for a number of buildings around the bridge.
 - Alice: I'd like to encourage the group to keep this to high level considerations only at this time, as remember this is just an introduction to this topic only, it will come back to the group for a deeper understanding of the impacts.
- Frederick Cooper: Is the east work bridge intended to go all along the esplanade area to the south? Is it on fill or floating?
 - Steve: This is an early concept for gaining access to the bridge. That bank is adjacent to I-5. We're not sure if this approach is practical yet to accommodate cranes, trucks, etc. We're diving into concepts for the east side access. It is a really challenging topic.
- Susan Lindsay: How much is diversion bridge?
 - Steve: The cost estimate range is \$80M to \$200M subject to alternative and width variations.
- Susan: Has there been analysis around not having a diversion bridge and the economic impact of losing that transportation corridor?
 - Steve: Not yet.
- Gabe: About the reconstruction of the bridge, is there an estimate of time to tear it down and rebuild the bridge?



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- Steve: It's a 4- to 5-year duration. That's an estimate based on the prior feasibility phase. We will detail that after an alternative is selected.
- Cameron: I want to clarify river navigation. If the temporary bridge is put on the south side of Burnside, it's easier to navigate. If the diversion bridge was on the northside, it's much harder to navigate.
- Ed: Adding on to Robert's concern about building on the east side, I'm concerned about the construction of approaches on land at both ends. Not just building them, but the process of rebuilding those approaches and keeping the diversion bridge in operation. Would it speed up the project to shut it down and have full access to the bridge for work?
- Paul Leitman: I'd like to consider the impacts, especially timeline impacts, of having a diversion bridge or not, and the mitigation strategies that come along with either one.
 - Alice: So, there may be a concern around the tradeoff between speed of the construction process and overall construction time, versus what might be more inconvenient for a shorter term.
- Cameron: I'm also interested in considering making the diversion bridge connect to Couch instead of Burnside.
- Howie Bierbaum: a diversion on the south side will have greater impact the Saturday Market.
 - Alice: I'd like to encourage the group to keep this to high level considerations only at this time, as remember this is just an introduction to this topic only.
- Neil Jensen: If there is no diversion bridge just shut it down. All the other bridges will see a 20% traffic increase. All the bridges are in gridlock at peak times anyway. An extra 20% of diversion traffic will not noticed. A diversion bridge takes \$200M, creates havoc and displaces a lot of people. It's simpler and lower cost to close the bridge and divert traffic to the other bridges.
 - Stella Funk Butler: I echo Neil.
- Art Graves: When you build a diversion bridge, is the objective to capture 100% of the use that used to take place on Burnside? Is it 40%? What is the metric there?
 - Steve: There are no success metrics yet in the way of types of volumes of users. We're trying to find what success looks like. Which modes make sense? There is no preconceived notion on what works or what is correct. Diversion bridge concept 2 is comparable in space but the first option bridge has better staged approaches.
- Kathy Pape: Is this being considered because of the Rose Quarter work? Or is that considered as a matter of course?
 - Steve: It's a matter of course. Both are large projects. But as bridge engineers, we ask ourselves the import of maintaining traffic, detouring traffic, etc. This is a common question of all bridge projects.
- William: How do we rebuild the approaches if they are being used by the temporary bridge? No temporary bridge. All we do is gain one or two years of construction time and lose \$200M.
- Matt: You've clearly thought this through. I'm concerned about the environmental impact of building additional structures, having to take them down and go up, etc.

- Jackie: I'm concerned about the cost. It also increases construction time, which adds cost, too. I could maybe see some money used for mitigating strategies. Maybe implement a temporary bike/pedestrian ferry. I'd love to see mitigation strategies for both options; with or without a diversion bridge.
- Susan: One tradeoff is the potential loss of business for each side of bridge in the way of freight, car traffic, getting pedestrians to businesses, etc. If we shut down the corridor, it might have a significant business impact – both positively and negatively. The Burnside bridge isn't the Sellwood bridge; it's not in isolation. There are numerous bridges nearby. Same with the Hawthorne Bridge that got done quicker by being closed. I'm looking out for efficiency and the budget. I want to pay attention to the economic costs of shutting down the corridor.

Alice thanked the CTF for their early insights for this conversation. It is not last time this topic will come before the group.

COMMUNITY TASK FORCE WORK SESSIONS (PART ONE)

UNDERSTANDING INTERESTS AND VALUES

Alice asked the group to carry on their conversations from their last meeting. She asked the group to consider the following during their discussion:

- Refer to the list of interests and values from the feasibility phase.
- See the orange box at the end of the table for previous values and interests that need clarification.
- What other interests and values should be added?



See appendix for discussion outcomes.

Each of the facilitators reported out key points of interest from their small group discussions:

Historic Preservation and Aesthetics

Bridger Wineman reported that some of the discussion included:

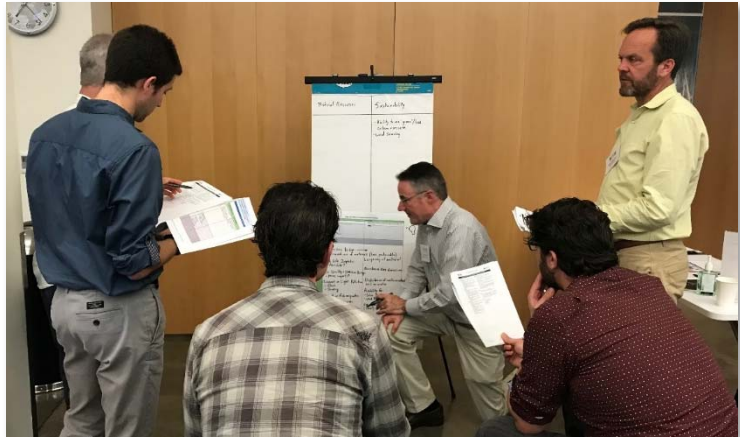
- The historic character of the bridge and components that contribute to the character.
- The group was confused about the construction impacts to historic resources; some examples are needed here.
 - The project could potentially move historic resources out of the way during construction and move them back.

- It is important that the bridge is aesthetically pleasing. The function of the bridge is at least and if not more important to design.

Sustainability and Natural Resources

Mike reported that some of the discussion included:

- Impacts on flooding
- Impacts on natural light under bridge or diversion bridge
- Stormwater treatment
- Impacts on marine mammals
- Pollution generated by deconstructing the old bridge
- Increased use of materials in a diversion bridge
- Light pollution
- Fish migration impacts
- River fill limits
- Transit networks impacted
- Draw bridge versus fixed bridge longevity
- The popularity of bridge as a measure of success
- Contaminated soil
- Potential for the bridge to generate solar or wind power



Community Spaces and Parks

Cassie reported that some of the discussion included:

- Supporting and sustaining community resources
- Impacts to businesses and maintaining access to those businesses
- Parking for community resources like the Saturday Market
- Regarding parks:
 - Aesthetic impacts to East Esplanade, which should be brought back with the same or an improved look and feel when construction is done
 - Access impacts
 - Wayfinding needs
 - Detours through the park, aesthetic impacts like east esplanade we will make sure we brought back the same look and feel when construction is done or better
 - Bike and pedestrian north-south access
- The need to avoid impacts to established structures like the water fountain near the bridge
- Take the opportunity to improve park spaces and uses

Businesses, Indirect Impacts to Uses and Buildings and Social Services

Aascot reported that some of the discussion included:

- Organizations and business impacted like the Saturday Market and others might be relocated during construction and wish to return later
- Indirect impacts to buildings and use
- All agreed that noise, viewshed and light pollution should be considered
- Permanent utilities access for every day and during emergencies
- A higher bridge could increase suicide risk
- Social services impact and mitigation through relocation during construction and the need to provide for the most vulnerable groups
- AMR building impacts and mitigation
- Impact to buildings on national historic register

NEXT STEPS

Alice confirmed that all points needing clarification were addressed. She shared that next week's meeting would see further interests and values discussion.

ADJOURN

Megan thanked everyone for their participation. She is constantly reminded of how diverse the CTF is and that they represent broad groups impacted by this project. She gave kudos to the new people who are catching up.

