



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

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June 3, 2019

Community Task Force Meeting #7

Meeting information

Project: Earthquake Ready Burnside Bridge

Subject: Community Task Force, Meeting #7

Date: Monday, June 03, 2019

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

Location: Mercy Corps, 45 SW Ankeny Street, Gallery Room

Attendees:

CTF Members:

Art Graves, Multnomah County Bike and Association
Ed Wortman, Community Member
Emergency Team
Frederick Cooper, Laurelhurst Neighborhood
Gabe Rahe, Burnside Skate Park
Howie Bierbaum, Portland Saturday Market
Jackie Tate, Community Member
Kathy Pape, Central City Concern
Kiley Wilson, Portland Business Alliance
Neighborhood Associations
Neil Jensen, Gresham Area Chamber of Commerce
Paul Leitman, Oregon Walks
Pedestrian Citizen Advisory Committee
Robert McDonald, American Medical Response
Sharon Wood Wortman, Community Member
Stella Funk Butler, Coalition of Gresham
Susan Lindsay, Buckman Community
Tesia Eisenberg, Mercy Corps
Timothy Desper, Portland Rescue Mission

Community Members:

Anonymous

Project Team Members:

Ian Cannon, MultCo
Mike Pullen, MultCo
Heather Catron, HDR
Steve Drahota, HDR
Cassie Davis, HDR
Jeff Heilman, Parametrix
Penny Mabie, Enviroissues
Aascot Bohlander, Enviroissues

Apologies:

Cameron Hunt, Dan Lenzen, Marie Dodds, Matt Hoffman, Rina Jimmerson, William Burgel.





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Summary Notes

INTRODUCTION AND HOUSEKEEPING

Penny Mabie, facilitator, opened the meeting by welcoming everyone. Penny introduced herself and started roundtable introductions. Penny reviewed the meeting agenda and meeting packet contents. The Community Task Force (CTF) Meeting #7 Packet is appended to this meeting summary.

PUBLIC COMMENT

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

PROJECT UPDATE

BRIEFINGS UPDATE

Penny invited Heather Catron, HDR, to provide a progress update on the briefings her team has led since the CTF last met. Heather started with the **Central Eastside Industrial Council's (CEIC) Transportation and Parking Advisory Committee:**

- The team provided a project update to the committee. They had questions about return-on-investment impacts and the Couch alternative. They asked that the project team go back to them before a major decision is made and to continue to engage with them.
- Robert McDonald and Rina Jimmerson from the CTF were also in attendance.
- Robert added: It was a 10,000-foot summary of the work we've done so far. Steve went through the bridge topics.

Heather then described the briefing with the **Burnside Skatepark:**

- The team provided a briefing with the skatepark. The intent of the meeting was to start talking with them about the fact we know we'll impact their facility. They had some interesting concerns.
- Gabe Rahe added: It was a really loose meeting going over different boxes that needed to be checked. They laid out all the scenarios. There's not a lot of outcomes yet, but there is more to come.

WORKING GROUPS UPDATE

Heather also provided progress updates on the working groups. She started with the **Project Partners Sustainability Workshop:**



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- The project team spoke about the Greenroads rating system to be used for the project, which is similar to a LEED certification for buildings. Heather said the CTF will work into that more in the future.

Then she summarized the **Constructability Working Group Meeting**:

- This meeting focused on constructability and access to the site during construction. Steve will talk about this at the next CTF meeting.

Last, Heather spoke to what happened at the **No-Build Focus Workshop**:

- This workshop was called to help define the no-build scenario. Once the project is in the formal NEPA process, the project team must consider a 'no-build' alternative. What is unique about this no build option is that the team must consider a no build with and without an earthquake. Emergency management experts were consulted on facility needs in both scenarios.

COMMITTEE WORK PLAN UPDATE

Heather briefly reviewed the updated work plan, explaining that details may change over time. The work plan outlines which group is meeting when and what they're scheduled to discuss. It includes future CTF meetings. This was emailed to CTF members.

ONGOING REVIEW – PRELIMINARY-DRAFT EVALUATION CRITERIA

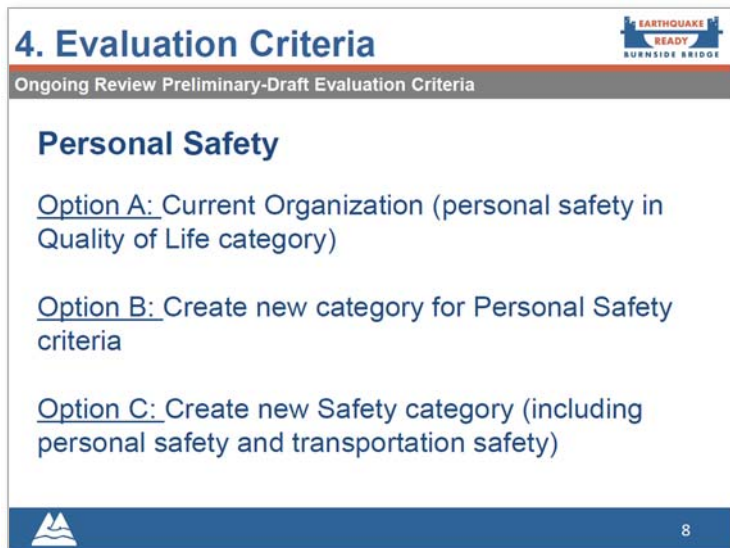
Penny moved the discussion to the review of the preliminary draft evaluation criteria. She reminded the group that some things they brought up last time may come back up again as they do further work on the criteria. Some concerns might not show up in topics because they fit better down in measures.

TOPIC: PERSONAL SAFETY

Jeff Heilman, Parametrix, presented the organization options for the topic of personal safety. He said that, in his opinion, Option B has some advantages due to the weighting system. He feels creating a new topic for personal safety would accurately reflect the group's concern around it. He then asked for feedback from the group. Clarifying questions, feedback from the CTF and responses follow.

- Jackie Tate: Last time, when we were doing this, I suggested we put personal safety and ADA together due to the weighting process. They work well together. That is not reflected in this.
 - Jeff: That would be option D, then. They both get to access, connectivity and safety.
- Gabe Rahe: When you're saying we could create a new topic; would you have weight for bike safety under a bike topic and then pedestrian safety in personal safety?
 - Jeff: No, personal safety is mostly about crime issues, specifically reducing the risk of crime. It's not focused on preventing traffic or travel-related collisions.

- Mike Pullen, Multnomah County: In context, this topic would include crime prevention through environmental design (CPTED) principles and the like.
- Jeff: Yes, eliminating public spaces where people would be visually isolated is a CPTED principle for reducing crime risk.
- Jeff: There was a request to have public safety around the construction site as part of personal safety as well.
- Stella Funk Butler: There seems to be a lot of areas here. Topic #7 has pedestrians, ADA and bicyclists. Does option B include the items from topic #7? Or is that separate from this safety?
 - Jeff: Yes it's separate. Personal safety is about non-transportation safety.
 - Stella: That's not clear in the wording here.
- Stella: So, we heard a need for safety from crime and construction zone safety?
 - Mike: The construction zone safety concern is over a temporary four-year period, during construction.
 - Jeff: We won't evaluate construction zone safety at this time.
- Stella: I'm not just concerned about ADA during construction, but I'm concerned about it later on as well. I wouldn't move it. Let's have ADA criteria in both places.
 - Jeff: Regarding personal safety, is the concern to reduce the potential for ADA folks to become victims of crime?
 - Stella: In terms of construction access.
- Jackie: I had originally suggested it because of the weighting. I think if you include it in pedestrians/bikes, those issues don't mesh with ADA. Personal safety dovetails with ADA; being in places where people are safe, visible, etc. From a weighting perspective, it is not getting lost in the bike/pedestrian access weights.
- Gabe: Can we rephrase this to clearly represent crime safety as well?
 - Jeff: It currently also includes construction safety, but we won't have much detail to really evaluate construction safety during the DEIS.
 - Gabe: Construction site safety includes physical safety. All should be safe physically around the construction site. And then maybe another category becomes crime prevention on the project overall.



4. Evaluation Criteria

Ongoing Review Preliminary-Draft Evaluation Criteria

Personal Safety

Option A: Current Organization (personal safety in Quality of Life category)

Option B: Create new category for Personal Safety criteria

Option C: Create new Safety category (including personal safety and transportation safety)

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- Jeff: There's some overlap. From a practical point of view, we are not evaluating construction site safety in this phase. Wherever we put it, it'll be evaluated in a future phase.
- Steve: That's probably true. It's hard to make specific assessments until a later phase. There may be some contractor options we're not thinking of today.
- Jeff: There will be more detail about construction safety as part of the construction contracts.
- Ian Cannon, Multnomah County: Whatever we come up with, we will try to have a safe construction site. There are requirements for providing access for all modes we would have to do — those would be built into any plan. I'm wondering, does the addition of a diversion bridge have an impact on the personal safety topic? Is there any option that prevents or improves the public's ability to get around the construction site? I'm trying to think of things that might be different regarding construction access that might have an impact on safety for people doing the work more so than the public. It's hard to get useful information without more detail.
 - Jeff: Gabe is suggesting we call 'personal safety' 'crime safety'.
 - Gabe: We can tuck it away since we're not dealing with it right now. It doesn't need to bog us down.
 - Jeff: When we have the DEIS analysis available to score our alternatives, we will know if there is enough information to measure or if there is any difference across alternatives based on the level of design detail. If there is no difference, we could consider that this criterion be zeroed out. The CTF could take that step later. We are not trying to eliminate anything yet based on how well it will differentiate, but we will be looking at that soon, as well as during the actual scoring.
- Paul Leitman: I support keeping ADA out of personal safety. Pedestrians and people with disabilities have very different needs. People with disabilities often travel slower. With low volumes, they can share the sidewalk. ADA is a requirement regardless of what we do. Can we call that pedestrians, bicyclists and people with disabilities rather than ADA?
- Cassie Davis, HDR: We will talk about the equity criteria topic option next. Maybe that addresses this more in-line with your intent, Jackie?
 - Jackie: That might be appropriate.

Penny confirmed by head-nod that the CTF agreed to creating a new topic for personal safety and crime reduction criterion. All agreed.

DISCUSSION OUTCOME: OPTION B, CREATE A NEW TOPIC FOR PERSONAL SAFETY CRITERIA, IS AGREED TO BY ALL.

NEW TOPIC: EQUITY

Jeff presented the new equity category to the group. He then opened the floor for questions and discussion.

- Neil Jensen: How would you define ‘environmental justice communities’?
 - Jeff: The way we're using it is as it's defined by executive order on environmental justice, which includes low-income and minority populations.
 - Neil: It sounds like an odd way to describe that group.
 - Ian: The background of that is projects would create environmental impacts that disproportionately impacted those populations. That's how that turn of phrase came about.
 - Jeff: The definition was created as part of an executive order which recognized that there is less political power among these communities.
 - Cassie: Environmental Justice is the formal language. The county will often use other language such as “historically marginalized populations,” which might also be in that area of equity, but addresses populations not formally documented in the outline as Environmental Justice.
- Jackie: When I look at it, I don't think personal safety belongs here. The weighting makes more sense with its own topic.

Penny confirmed by head-nod that the CTF agreed to creating a new topic for equity criterion. All agreed.

DISCUSSION OUTCOME: THE CREATION OF AN EQUITY CRITERIA TOPIC IS AGREED TO BY ALL.

COMBINING PERSONAL SAFETY AND ADA TOPICS

Penny opened the floor for the CTF to discuss Jackie's proposal of combining the Personal Safety topic and ADA criterion. Clarifying questions, feedback from the CTF and responses follow.

- Susan Lindsay: As a significantly disabled person, I'd leave it with pedestrians, bikes and ADA. We're talking about transportation that would be useful to all three of those groups. I'm not sure if I understand Jackie's argument around personal safety. It's fine where it is.
 - Jackie: The reason I said that was because I think it's a weighting issue. There are some commonalities with that group. ADA needed greater weighting due to that group's specific issues and needs.
- Paul: There is one score for each topic. Will there be another score for each item under each topic?

- Neil: Are all topics equal?
- Jeff: You'll have the opportunity to weight the different topics.
- Neil: Topics 1-13 are not equal. Within those topics, their subitems are not equal. In topics 1-13, most items under it would get more weight because everything is spread out over too many categories. This seems complicated. The weighting thing seems subjective.
 - Jeff: Some would argue that not weighting introduces a lot of unintended subjectivity. You, the CTF, as a group may decide to weight each topic equally or differently. That'll be a couple of meetings of conversations. We will also do some sensitivity testing when we have all the scores and weights as well so that you can see how weighting affects the overall scores.
 - Penny: I'm glad you said that about sensitivity checks. If this is where this discussion is, we can wait until we get into the weighting discussions to discuss this. You can adjust then. Can you live with this where it is regarding these 14 topics knowing you'll have several more bites at this apple?
 - Jackie: I can live with that.
- Neil: I'm not clear on the weighting thing. With 14 categories, each category will have 4-10 items. Will you go through the 14 categories and rank them?
 - Penny: You will do that.
- Neil: And then do we rate these items in each category?
 - Jeff: The intent will be for you to assign weights at the group level rather than separately for each criterion or measure within each group.
 - Neil: That gets to be complicated.
 - Jeff: That will be one of the challenges, trying to craft criteria within a group so that within a given group, the criteria are relatively equal.

Penny confirmed by head-nod that there was consensus around the CTF table for the 14 categories to go to the Policy Group at their next meeting. All agreed.

DISCUSSION OUTCOME: THE 14 EVALUATION CRITERIA TOPICS, INCLUDING THE NEW TOPICS FOR PERSONAL SAFETY/CRIME REDUCTION AND EQUITY, WILL GO TO THE POLICY GROUP.

TEMPORARY DIVERSION BRIDGE

Penny noted that this discussion will cover the constraints and tradeoffs for each temporary bridge option. This discussion will not be about whether to have one or not.

CONFLICT OF INTEREST REMINDER

Penny reminded the CTF that the group will be making a formal recommendation in this agenda item. She asked that CTF members self-identify potential and actual conflicts of interest as appropriate for this specific decision. The conflict of interest guide is in the CTF charter. The conflict of interest guidelines ensure that the work is transparent and there is accountability. The following CTF members self-identified:

- Howie Bierbaum, potential conflict of interest due to either temporary bridge option requiring that the Portland Saturday Market temporarily or permanently move.
- Robert McDonald, potential conflict of interest due to either temporary bridge option requiring the demolition of his building.

TEMPORARY DIVERSION BRIDGE OPTIONS REVIEW AND DISCUSSION

Steve Drahota, HDR, presented his slides, noting that a key difference between this information and the information presented to the CTF last time is the single bridge option width is now 42' instead of 30'. The twin bridge option would remain at 30' wide each. Steve finished his presentation by asking the CTF for clarifying questions and "What do you recommend we study further? The single (blue) bridge or the twin (green) bridge option?" Clarifying questions, feedback from the CTF and responses follow.



- Jackie: Is the twin temporary bridge option one-way traffic on each bridge?
 - Steve: Yes.
- Timothy Desper: Is it possible to do a configuration with opposite lanes, so bicyclists and pedestrians mix on the single bridge cantilevers?
 - Steve: From a loading standpoint, yes. However, it's a 6' cantilever and the space is already a little tight with both modes using the bridge's current 7' sidewalk.



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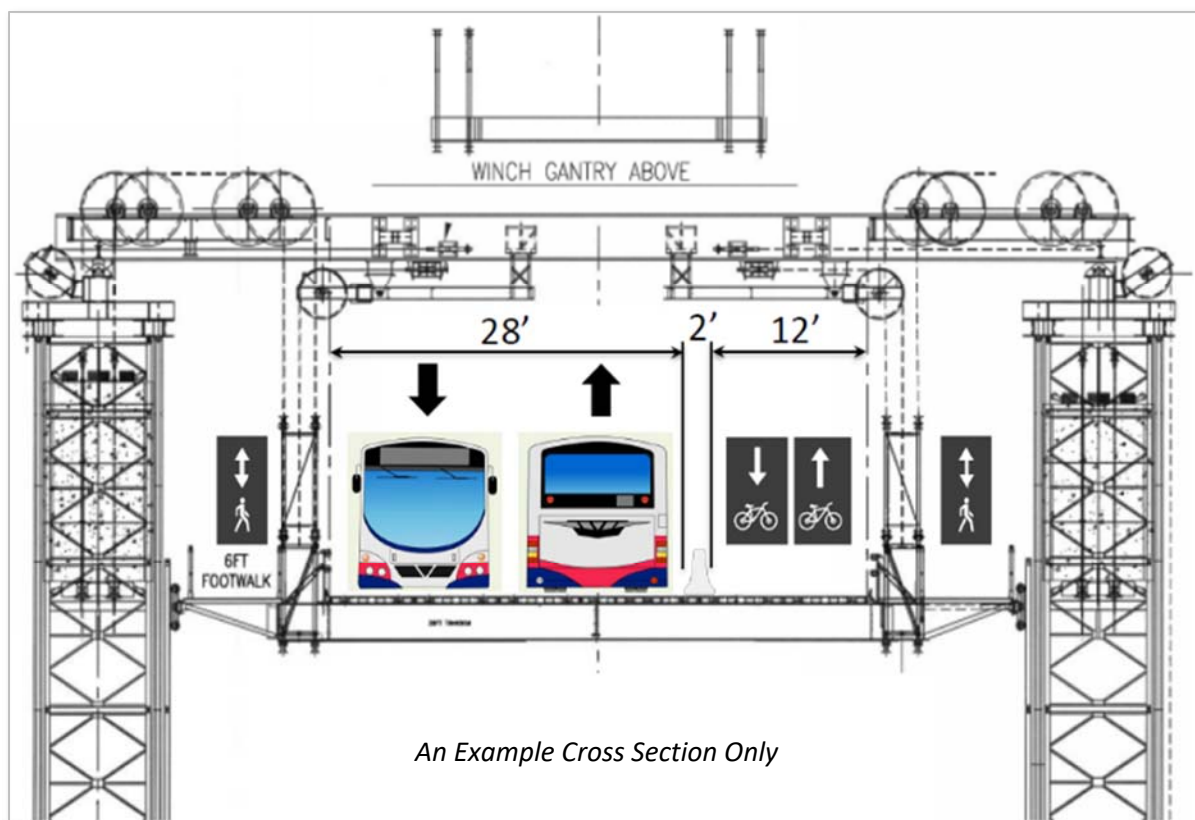
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- Timothy: How wide is the bridge right now?
 - Steve: It's 52' wide during the construction phase of the Maintenance Project. It consists of three traffic lanes right (2 EB and 1 WB) now with 7' sidewalks on either side. The temporary single bridge totals 54' wide with the cantilevers, but it's broken up. From a numbers standpoint, it's comparable.
- Gabe: Do we have traffic volume numbers? How many vehicles cross the bridge today?
 - Steve: Looking at average daily traffic, approximately 40,000 vehicles cross the Burnside Bridge every day. In all, that's about 25% of all bridge vehicular traffic into downtown Portland.
- Frederick Cooper: How many bikes cross?
 - Steve: The highest bike volume is the Hawthorne Bridge with approximately 8,000 bikes per day. But these are dated numbers. We're in the process of gathering new data. The Steel Bridge sees about 2,000 daily bike crossings, Morrison doesn't see much, Broadway gets 2,000 and Burnside gets 2,000. Those are all ballpark numbers. So, the Burnside Bridge isn't as big as Hawthorne, but they're comparable.
- Kathy Pape: Would this project happen close to when the Rose Quarter freeway re-working is happening?
 - Steve: Yes, based on the current schedule for each, they overlap quite a bit.
 - Kathy: Wouldn't that disrupt traffic patterns for all the bridges?
 - Steve: We don't know how it would impact bridge traffic. The RQ project has a timeline of 4-5 years depending on their start dates and traffic control set up. We have 4-6 years of construction with this project. There is also some overlap from a funding timing perspective. One challenge is knowing how traffic will be impacted on freeway versus surface streets during both projects. We don't have that information right now.
 - Kathy: It seems like the additional major disruption in traffic will have a ripple effect on all bridges.
 - Steve: It might; but Morrison is a freeway connection and Burnside Bridge is more of a local connection. We are studying the travel patterns of the area; how many vehicles go from the Rose Quarter crossing over I-84 and coming back to the Burnside Bridge. We are in the analysis process and working with Metro, trying to link these models up. There is more work to be done to estimate during-construction traffic impacts.
- Ed Wortman: If this group is expected to try to make a choice between the two bridges, it's hard to make that choice without knowing if the impact on traffic will be acceptable to other parties like TriMet and the City of Portland when it comes to lane count. It seems to be we need that information. We need to have some input on that.
 - Steve: This is a comparison of one temporary bridge versus two. The existing Maintenance Project has been there for three years, making the bridge one lane in one direction and two lanes in the other. In one scenario, that's exactly what we're showing

in this slide. The other is from two lanes to one. There is some understanding to have one lane inbound to downtown. We are looking to get a recommendation, and it's difficult to have that conversation without all the traffic detail, but we will be coming at this analysis based on the alternative chosen here.

- Timothy: Is there an assumption we wouldn't have a bicycle pathway?
 - Steve: It's a blank slate. The slide is just in an example. Bikeways can be added.
 - Timothy: If that's what we have now, and we've had it for three years, it seems to have go ok for three years. If I had to do it for another five years, that's ok.
 - Steve: It could be that there's a 6-foot sidewalk that can carry bikes and pedestrians, if more lanes are needed for motorized vehicles. It's challenging with the 7-foot sidewalk there today.
 - Timothy: Can the cantilever go to 8' due to the span length? Is that theoretically possible?
 - Steve: Potentially but we'd need to coordinate with the fabricator before making that determination.





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- Ian: The question I'm anticipating is the impact to the ability to stage construction at each end. Does it?
 - Steve: The 42' plus sidewalks is close to the maximum you can have due to the staged construction on the ends. It works because we have an interior column here. The pedestrian lane would shift closer to the bike lane. A 6-foot-wide span fits, but at 8' it becomes dicey.
- Kathy: When would this be built?
 - Steve: In about 7 years.
 - Kathy: Then there's population increase at play here. I don't think we can make this decision based on what's going on right now. We could have more people that need to cross.
 - Kathy: Will that work be done while the work in Rose Quarter is still going?
 - Steve: Yes. We're using two future condition models: day of opening and 2045. We're examining each of those data points, collecting data and extrapolating it out. We have some decent data based on correlating growth rates.
- Gabe: Is there a variance between one and two bridges? What's the difference between blue and green?
 - Steve: Both lay on top of American Medical Response, cross the freeway and crosses over Ankeny pump station.
- Sharon Wood: Which of the two options provide greater separation between bikes and pedestrians?
 - Steve: Depending on the lanes of traffic, the more width you have, the more opportunity you have to separate modes. It depends on the vehicular traffic you want on the bridge.
- Susan: If you're looking for feedback, I vote blue over green. We did a straw poll on this. The consensus was that you don't build one. But you proceeded to say, we don't want you to answer these questions, do this instead. Was it because you weren't happy with our straw poll around that? The straw poll was a fair.
 - Heather: This gets back into process. One of the big decisions for construction impact recommendations is ultimately whether we should build a diversion bridge or detour traffic. To come to a recommendation, a lot of analysis is needed. The Environmental Impact Statement will give us technical information and input from stakeholders and the public on both options. Ultimately, everything will come together and the CTF will recommend a diversion bridge or detoured traffic as part of the recommend preferred alternative. The recommendation we're asking for now is whether we should be analyzing one temporary bridge versus a detour or two temporary bridges versus a detour? You will make the recommendation about which option to move forward with.

- Susan: In order to justify the decision to the public, we need much more process. Ok, thank you. I still vote blue.
- Frederick: With 40,000 vehicles crossing per day, will a single bridge handle that? I'm assuming it will.
 - Steve: No, there's going to be some re-routing, just like there is today during this maintenance project.
- Howie: Does either option impact the glass roof plinth?
 - Steve: The green (twin) option overlaps it. The blue (single) option is close but may have proximity impacts. I can say it's less impactful than the green.
- Howie: Do we as a group need to worry about the additional costs of a single bridge versus a double bridge?
 - Steve: Cost is one of the factors.
- Jackie: With the single bridge option, why couldn't it be three lanes? Could one side be for pedestrians and another side be for bikes?
 - Steve: Can you? Yes. The consequence is one of those modes would have to cross all lanes of traffic on either end. It could if that's considered better to lane configuration.
- Ian: Is there no additional cost for the added construction time?
 - Steve: There is a small difference in time, but we didn't account for that impacting cost. We're not sure how to calculate that at this time.
- Timothy: Do we have a baseline for the construction costs?
 - Steve: It'll be \$120-180M overall. We don't have that number yet. There is a construction time differential, but that has not been turned into a cost differential at this point.
- Frederick: About construction time... It's 6-9 months with piling in place. Is that all done in one window in the river?
 - Steve: It would likely lead into two windows. An aggressive contractor may be able to do it in one, but it would come with a significant cost premium.
- Neil: Building on Susan's point, it appears what we're doing is choosing which bridge to kick to the curb when the rubber hits the road later.
 - Heather: We will look at recommending a preferred alternative next summer. That's when we'll ask the CTF if you recommend building a temporary bridge or detouring all traffic.
- Gabe: What's the recommended volume of vehicle traffic on a single 42' span with two vehicle lanes versus four lanes?
 - Steve: I don't have that data today.
- Ed: I think the Steel bridge as two traffic lanes. What's the volume there?
 - Steve: 23,000.



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- Ed: If we're saying that works on the Steel bridge, as a ballpark figure, that might work here. Depends on time spread, commute times, variables... but it's around there. It's about 12,000 vehicles per lane per day.
- Steve: There is, in an odd way, a benefit to having lanes reduced out there right now. The temporary bridge could reflect a similar scenario to today. It's hard to tell for sure.
- Gabe: When will the current maintenance project finish?
 - Steve: This November.
- Robert: It's a huge change that the single lane bridge width increased. Single is now an option.
- Kathy: This decision won't impact us until next summer. There will be more activity in the area, we will have more numbers available. Can this group come back in a year and use the new information? Or are we locking into one bridge right now?
 - Heather: If tonight the CTF recommends the blue (single) option, then the analysis we'd be doing is to compare a single diversion bridge to detouring traffic.
- Ed: Why does the green (twin) bridge option shut down the bridge?
 - Steve: In terms of building the east approach, the traffic can be pushed to the south. The green (twin) option takes more of the approach space, making us take everyone off the bridge for 1-2 years to reconstruct that portion.

Topic	Single Bridge	Twin Bridges
On-bridge Traffic	42' clear width 2 lanes + 1 multi-modal path + 2 sidewalks	72' clear width 4 lanes + 2 multi-modal path + 2 sidewalks
Construction Cost	Baseline	Additional \$40-60M
Construction Time	Baseline	Additional 6 - 9 months
Alignment Safety	Baseline	More curvature = Less safe
Detour Need	No	Yes, Approx. 1 year
Ship Impacts	Baseline	Additional tug assists
Waterfront Park Impacts	Baseline	Additional 40' width overhead
In-water Resources Impacts	Baseline	Additional 40+ piles for the movable span piers
Freeway Impacts	Baseline	1-2 additional weekend closures



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Penny: I’m hearing that you’re leaning toward the single bridge. To make a formal recommendation, I’m going to go around the room and you’ll say you support, accept or oppose the single bridge option.

The CTF made their recommendation for a single bridge as follows:

CTF Member	Recommendation: Move forward with studying a single temporary bridge.			Reasoning, if provided
	Support	Accept	Oppose	
Art	X			
Ed	X			
Frederick	X			
Gabe		X		
Howie		X		
Jackie		X		
Kathy		X		
Kiley	X			
Neil	X			Although, if the group really doesn’t want a diversion bridge, we should vote for the double bridge so it’s even less likely.
Paul	X			
Robert		X		
Sharon		X		
Stella		X		
Susan	X			If we have to have it, it should be a single bridge.
Timothy	X			

In summary, the 15 present CTF members unanimously recommended the single temporary bridge, with 8 members supporting and 7 members accepting.

DISCUSSION OUTCOME: THE CTF UNANIMOUSLY RECOMMENDS STUDYING A SINGLE TEMPORARY BRIDGE.



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POLICY GROUP MEETING – JUNE 21, 2019

Heather provided an overview of the Policy Group and their role. She explained that at their next meeting, the project team will give them the CTF’s recommendation of a single detour bridge and ask them to approve the recommendation. The project team will also talk to them about the high fixed bridge and evaluation criteria topics.

Steve shared a new development around the high fixed bridge requirements. The project team has learned that the Coast Guard has the legal right to impose a requirement that all vessels may pass. This includes the 147-foot-tall “The World Cruise Ship” that came through in 2015. If the high fixed bridge were held to that standard, it would add 1,000 feet to the length of the bridge. To that end, it’s likely the high fixed bridge alternative will not be going into the formal NEPA phase.

- Timothy: Will the Policy Group be deciding if that goes on to the next phase?
 - Heather: The Policy Group is not making a decision on the fixed span alternative. When we go to the Policy Group on October 29, the Policy Group will get two recommendations. One is on which alternatives will move forward for study in the NEPA phase and the other is which criteria we will use to help inform the recommendation of a preferred alternative. We’re assuming at this point that the recommendation will likely not include the high fixed option due to its scale based on this newfound requirement.

Penny asked the CTF to answer the question, “What is important for the CTF’s ambassador Jackie, to share with the Policy Group on June 21?” Their responses follow.

CTF Member	What is important for the CTF’s ambassador Jackie, to share with the Policy Group on June 21?
Art	-
Ed	It’s good to emphasize with the Policy Group that this group has gone into detail when developing the evaluation criteria.
Frederick	Traffic considerations are really important. We don’t have data yet, but again the combination of two projects going forward at the same time is a concern.
Gabe	I echo Robert (<i>comment below</i>)
Howie	-
Jackie	If we’re going to say something about the choice between the two temporary bridges, we could say that the single bridge was the best choice of the two choices we were given. But the CTF has significant feelings toward not having a temporary diversion bridge at all.
Kathy	I continue to be concerned about the confluence of chaos with the Rose Quarter project.



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CTF Member	What is important for the CTF’s ambassador Jackie, to share with the Policy Group on June 21?
Kiley	-
Neil	-
Paul	-
Robert	I want to make sure the Policy Group knows one of the major pillars of the Emergency Medical System will be displaced by any temporary bridge.
Sharon	We've had seven meetings. That is significant. I'd like to emphasize the multiple construction projects and their timing.
Stella	I'm with Ed on emphasizing the evaluation criteria process we've gone through and the importance of that.
Susan	I want to recognize how important public safety is for everyone. It's a whole new category. We're also going to need more information on business impacts if the bridge is ultimately shut down without a temporary diversion bridge. How long can those business survive without the traffic? I want information on that: business viability with a long-term closure and any mitigation strategies that might go along with that.
Timothy	-

NEXT STEPS

Penny shared the following:

- The CTF will meet again on July 15.
 - The meeting will go over alternative refinements, cross-sections and the construction approach.
 - The group will meet from 5:30 to 8:30 p.m. on July 15, making that meeting one hour longer than normal. All CTF members but Stella agreed to this extended meeting length.
- The Policy Group meeting on June 21 is open to the public and all CTF members are welcome to attend.

Cassie noted that the CTF will have more time to review the updated version of the evaluation criteria between now and the next meeting. She encouraged folks to review them and come to the next meeting ready to dig into it.

ADJOURN

Penny adjourned the meeting.