



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

BETTER – SAFER – CONNECTED

January 24, 2022

Community Task Force (CTF) Meeting #29

Meeting Information

Project: Earthquake Ready Burnside Bridge

Subject: CTF, Meeting #29

Date: Monday, January 24, 2022

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

Location: WebEx Video Conference Call and Livestream

Attendees:

CTF Members:

Amy Rathfelder, Portland Business Alliance
Art Graves, MultCo Bike and Pedestrian Citizen Advisory Committee
Dennis Corwin, Portland Spirit
Ed Wortman, Community Member
Frederick "Fred" Cooper, Laurelhurst Neighborhood Emergency Team and Laurelhurst Neighborhood Association
Gabe Rahe, Burnside Skatepark
Howie Bierbaum, Portland Saturday Market
Jackie Tate, Community Member
Jane Gordon, University of Oregon
Jennifer Stein, Central City Concern
Marie Dodds, AAA of Oregon
Paul Leitman, Oregon Walks
Peter Finley Fry, Central Eastside Industrial District
Sharon Wood Wortman, Community Member
Stella Funk Butler, Coalition of Gresham Neighborhood Associations
Susan Lindsay, Buckman Community Association
Tesia Eisenberg, Mercy Corps
William "Bill" Burgel, Portland Freight Committee

Project Team Members:

Megan Neill, Multnomah County
Mike Pullen, Multnomah County
Steve Drahota, HDR
Liz Stoppelmann, HDR
Paul Belton, HDR
Cassie Davis, CDavis Consulting
Jeff Heilman, Parametrix
Allison Brown, JLA
Bridger Wineman, EnviroIssues
Sarah Omlor, EnviroIssues
Sharon Daleo, PBOT

Apologies: Neil Jensen





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Summary Notes

This online virtual meeting was held over WebEx and live-streamed to the public via Vbrick. 13 public attendees logged in to view the live stream. A recording of this meeting is available on the [Committee Meeting Materials](#) page on the project website.

This summary includes the nature and dialogue of the meeting, including questions and comments submitted by CTF members through the WebEx chat function.

WELCOME, INTRODUCTIONS AND HOUSEKEEPING

Allison Brown, JLA, welcomed everyone to the meeting, reviewed the agenda, and took roll call.

PUBLIC COMMENT

In advance of the meeting, the public was invited to submit comments to the CTF. Allison summarized the four comments that were received:

- Chris Smith submitted a comment voicing concern about overly focusing on cost savings and fearing that it is a short-sighted decision that could create long-term problems. He also urged the project to explore a transit-only lane in the westbound direction in addition to eastbound and noted the importance of having bike lanes that are both wide enough and separated from vehicles and pedestrians for comfort and safety.
- Mims Haske submitted a comment thanking the project for addressing the issue of earthquake readiness because it is important to plan for the inevitable event. They expressed that the project gives hope for the region's recovery after an earthquake.
- The City Club Earthquake Resilience Advocacy Committee submitted a letter stating their overall support of the project's Preferred Alternative including the cost savings measures but shared some concern for the bridge width reduction. They agreed that the current funding situation, including the failure of the 2020 Regional Transportation Bond Measure that would have allocated \$150 million for the project, requires cost reduction measures. However, they urged restoration of the bridge width if funds subsequently become available.
- The Multnomah County Bike and Pedestrian Citizen Advisory Committee submitted a letter expressing concern for the reduced bridge width and the lack of commitment to pedestrian, bicycle and ADA connections to the bridge on both the east and west side. They noted that these two concerns are not in line with the County's Climate Action Plan.



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Allison paused to ask for questions:

- Art Graves, MultCo Bike and Pedestrian Citizen Advisory Committee, asked for clarification about the reference to a study in the City Club’s letter. He wondered if it had been shared with the CTF.
 - Mike Pullen, Multnomah County, confirmed that the City Club’s Earthquake Resiliency Committee conducted their own study on the region’s earthquake resiliency prior to the project’s Feasibility Phase. This report identified the Burnside Bridge replacement as an important project for the region’s seismic resiliency. Mike said he would find the report and send to the CTF members ([link to online report](#)).

PROJECT UPDATE

Workplan

Megan Neill, Multnomah County, welcomed everyone to the CTF’s 29th meeting and noted that it was officially Cascadia Earthquake Preparedness Week. She reviewed the project’s upcoming meetings and milestones. At this meeting, the project team would present feedback from the recent public outreach period. CTF members would then have the chance to confirm or revise their preliminary recommendation on the cost saving measures.

After the CTF’s recommendation, the Policy Group will consider it for approval. It will then go to the Board of County Commissioners and Portland City Council before being adopted into the Metro Regional Transportation Plan update in 2023.

Megan noted that the project’s environmental phase is starting to wind down with the publication of the Supplemental Draft Environmental Impact Statement (SDEIS), targeted in May 2022. The environmental phase will officially be completed after the Final EIS is published at the end of 2022. The design phase will begin in the fall of 2022. At that time, CTF members will have the chance to retire from the group or continue on. Recruitment for the design phase CTF will be discussed at the next meeting in July 2022.

Funding status

Megan shared an update on the County’s search for project funding. There are currently four national funding opportunities as a part of the federal infrastructure bill that the project will be focusing on in 2022:

- **\$12.5B Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges** - Grant funding program assisting state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts.
- **\$8.78B Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program** - State formula and grant funding supporting resilient





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transportation systems. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, etc.

- **\$15B Megaprojects Grant Program** - Dedicated funding to support large, multimodal, multijurisdictional projects that are critical to our economy, but too large or complex for existing funding programs.
- **\$15B Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** - Grant funding program supporting surface transportation projects of local and/or regional significance.

City Council meeting debrief

In December 2021, the project team briefed the Portland City Council on project highlights, including several new council members. Megan said, in general, there is support from all five City Councilors. The meeting also included many public comments in support of ramp connections between the bridge and the Eastbank Esplanade. The City is currently generating some funding to internally study options for that connection. The County will be coordinating closely with the City if a ramp does get funded.

Allison paused to ask for questions:

- Fred Cooper, Laurelhurst Neighborhood Emergency, asked if the Senior Agency Staff Group (SASG) can make changes to the CTF's recommendation.
 - Megan said they would not change the recommendation. The intent of the SASG meetings are to prep Policy Group members so that they are prepared to make a decision at the Policy Group meetings.
- Bill Burgel, Portland Freight Committee, asked if the application deadlines for the four funding grants are compatible with the project timeline.
 - Megan confirmed that the project is ready to apply as soon as the grant information is released. In the meantime, the team will continue increasing project awareness.
- Bill asked if the City Council had any issues with the fact that the bridge will be closed for 3-4 years during construction.
 - Megan said the issue didn't come up in the recent meeting but, to her knowledge, it's not a problem. This issue was a greater focus in the last round of outreach when the recommendation to not build a temporary bridge was made and it wasn't flagged as a major issue then either.

REVIEW COMMUNITY ENGAGEMENT

Mike gave an overview of the recent round of public outreach. Three primary methods of outreach were used; briefings, the online open house/survey, and Diversity, Equity & Inclusion (DEI) outreach through the Community Engagement Liaison program. Mike reviewed a detailed list of outreach outcomes:

- 45+ Briefings to agencies, individuals, & organizations
- 8 Diverse community discussion groups

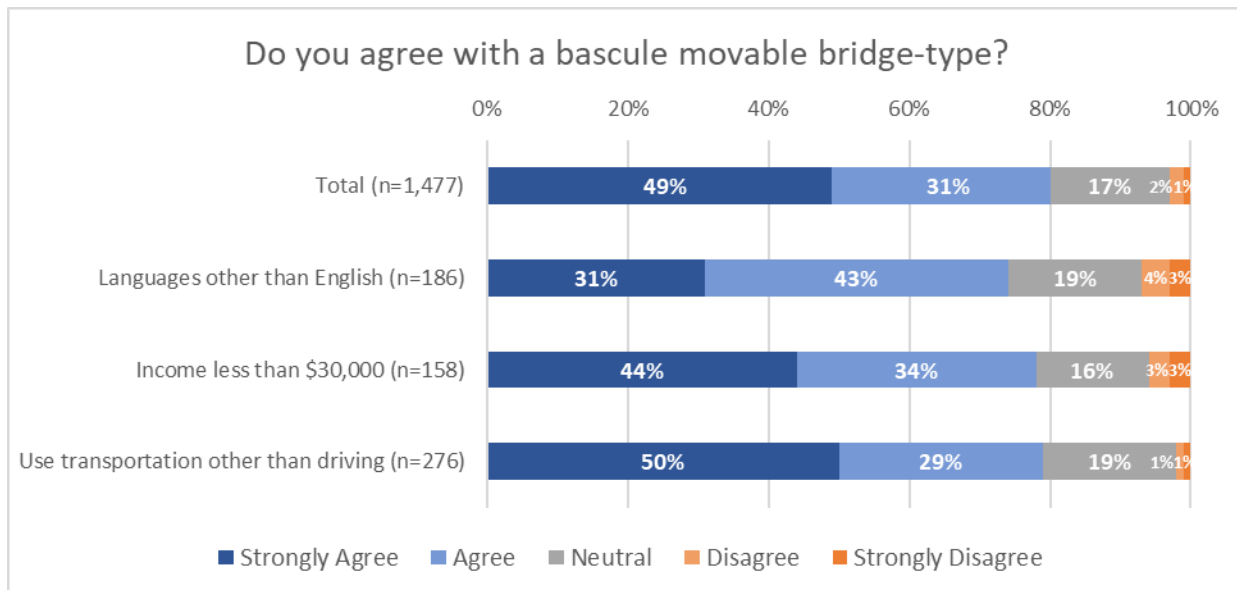


- 4,000+ Unique visitors to the online open house and survey
- 1,500+ Survey responses
- 6 Language translations of the online open house and materials
- 21 Social media posts and advertisements
- 3,466 Project e-newsletter recipients
- 10 News releases and e-newsletters (from project & others)
- 11 Media stories

Bridger Wineman, EnviroIssues, presented detailed results for each survey question including quantitative results from several demographic groups including total respondents, people who speak languages other than English, people with annual incomes less than \$30,000, and people who use transportation methods other than driving. Bridger also shared qualitative results that included key themes from open-ended survey questions, opinions heard in project briefings, and opinions heard in DEI discussion groups.

Movable Span Bridge Type

Given the cost savings and reduced environmental impact, do you agree with the recommendation for a bascule movable bridge type instead of the vertical lift option?



Online Open House & Survey

Most participants supported the bascule movable span over the vertical lift, citing reasons including:

- Preference for the design
- Support for reduced cost
- Avoids visual impacts
- Match west-side girder and/or the existing bridge
- Reducing environmental impact
- Less navigation impact
- Improves permitting

Briefings

- Most participants supported the bascule movable span
- Interest in preserving open views
- Interest in saving project costs
- Strong preference for bascule design in contrast to the vertical lift bridge

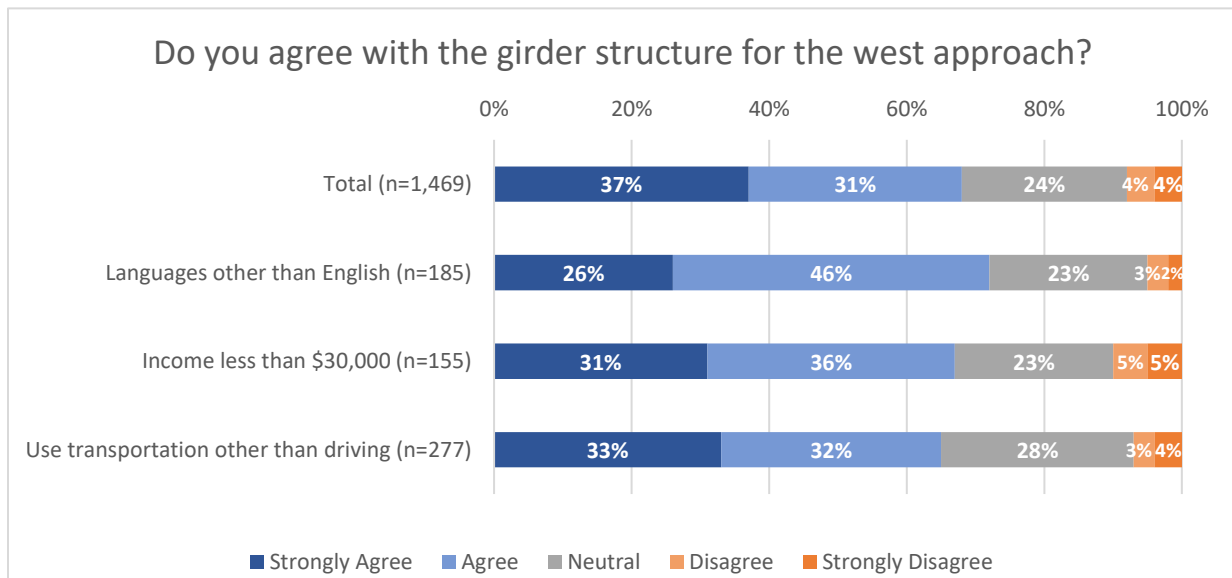
DEI Discussion Groups

Most participants supported the bascule movable span, citing reasons including:

- Support reducing overall project costs
- Interest in providing an open view of the city skyline

West Approach Bridge Type

Given the cost savings and open views, do you agree with the girder structure type recommendation for the west approach?





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Online Open House & Survey

Most participants supported the west side girder, citing reasons including:

- Preserving views
- Cost savings
- Preferred the girder design
- The girder retains some of the look and feel of the current bridge
- That it's a functional solution that doesn't compromise safety
- Provides additional clearance in Waterfront Park

Briefings

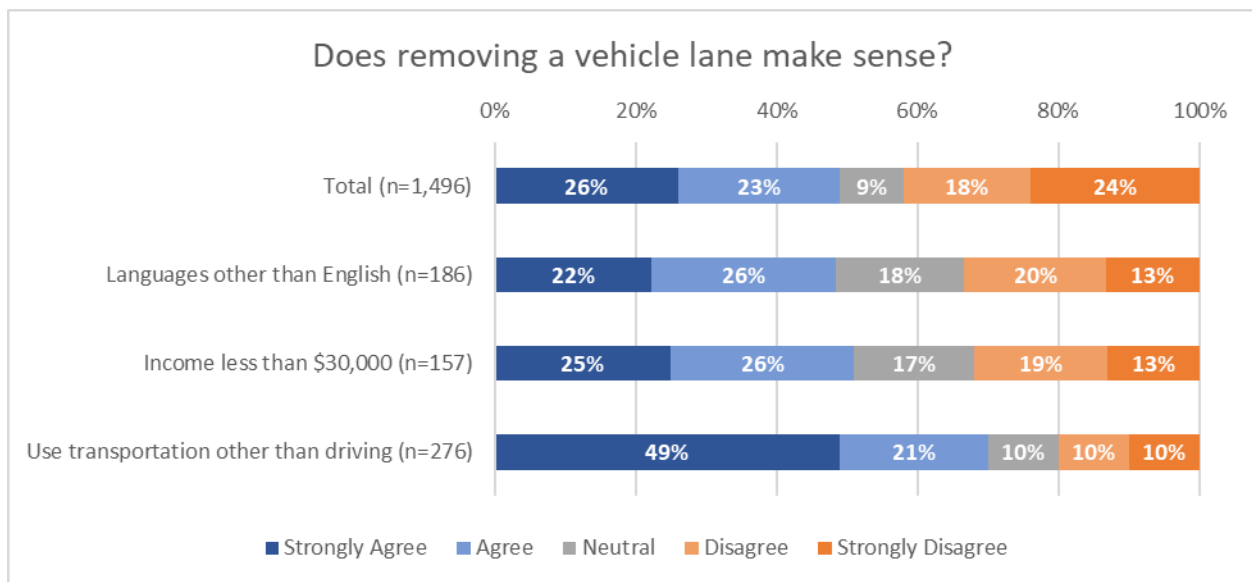
- General support for west side girder for preserving views and cost savings
- High interest in ensuring the Portland Saturday Market facilities are preserved
- General support for greater vertical clearance below the bridge
- Comments about construction and traffic impacts

DEI Discussion Groups

- Most participants agreed on the recommended girder bridge type for the West Approach
- Comments clarifying safety, and seismic resiliency of girder option

Bridge Width

Given the cost savings, do you think that removing a vehicle lane makes sense?



Online Open House & Survey

- General support for reducing the bridge width to aid project completion
- Concern with removing a vehicle lane because of safety, freight, and emergency response
- Strong interest in retaining a fifth vehicle lane if funding becomes available
- Some interest in preserving bike/ped spaces, with other suggestions to reduce it in favor of a fifth vehicle lane

Briefings

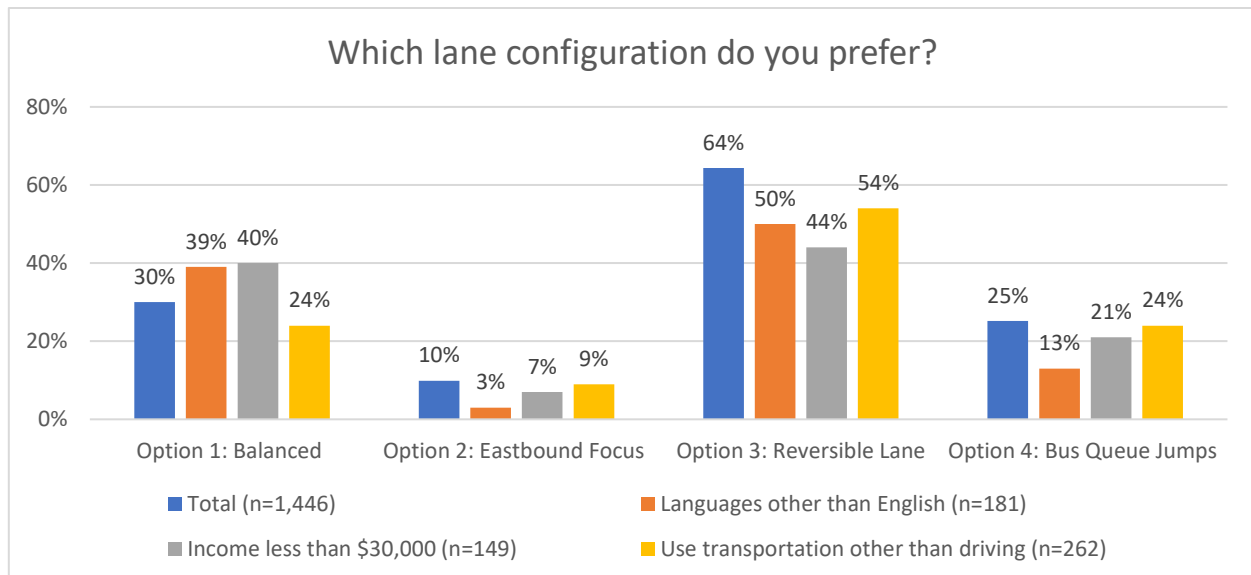
- General support for reducing the bridge width to aid project completion
- Stakeholders are split in their support for reducing the number of travel lanes from five to four
- Concerns about reducing overall width of the bridge to reduce project cost
- Preference for a fifth lane if funding is provided
- Some Interest in prioritizing public transit options and addressing sustainability goals

DEI Discussion Groups

- Some concern about increased traffic congestion from removing a vehicle lane
- Some participants preferred to postpone construction to find more funding to build a wider bridge
- Some participants shared concerns about safety and environmental impacts if costs were scaled back

Lane Configurations

Each of the four lane configuration options have traffic and transit operations that are different from the existing five-lane bridge we have today. Should the county only be able to fund a four-lane bridge, which of the following would you prefer?





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Online Open House & Survey

Most participants supported the reversible lane option, citing reasons including:

- Flexibility and versatility
- Manages/reduces congestion – addresses traffic needs during morning and evening peak commutes
- Prioritizes transit and benefits to public transit times
- Space efficiency – uses finite space in the most effective way
- Financial benefit

Briefings

Most participants preferred the reversible lane option, citing reasons including:

- Need for educational opportunities to learn how the reversible lane option would be implemented
- Interest in prioritizing public transit options and addressing sustainability goals across lane allocation options

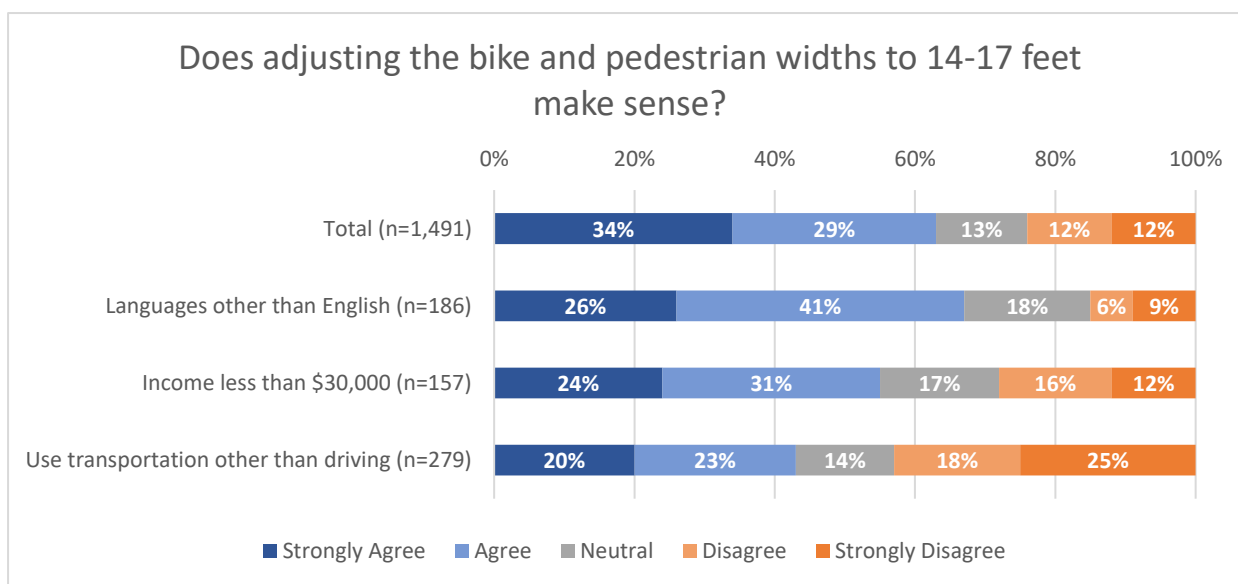
DEI Discussion Groups

Most participants supported the reversible lane option, citing reasons including:

- Addresses traffic needs during morning and evening peak commutes
- Helps manage traffic congestion
- Flexibility of having lanes in both directions and a dedicated bus lane for those who commute on public transit
- Some participants preferred the least costly option

Bike and Pedestrian Widths

Given the cost savings, do you think that adjusting the bike and pedestrian widths from 20 to 14-17 feet makes sense?





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Online Open House & Survey

- Overall support for reducing the bike/ped width to 14 -17'
- Participants cited proposed width is sufficient space for pedestrians and cyclists
- Some preference for prioritizing vehicle space
- Participants that were undecided stated that they would understand the decision to adjust given the issue of cost

Briefings

- Overall support for reducing the width of bike and pedestrian space in the initial Preferred Alternative to 14 -17'
- Some comments in opposition of narrowing bike/pedestrian width cited a need to prioritize active transportation

DEI Discussion Groups

- Overall support for reducing the bike/ped width to 14 -17'
- Strong interest in ensuring adequate safety measures are in place for cyclists and pedestrians
- Some interest in allocating bike/ped space to expand vehicle lanes

Allison paused to ask for questions:

- Tesia asked what the term 'active transportation' meant.
 - Bridger clarified that the term refers to people walking, biking, using mobility devices and riding transit.
- Jackie Tate, Community Member, asked if the last question about adjusting the bike and pedestrian width included context around cost cutting measures, rather than asking if they should be reduced in general.
 - Bridger confirmed that the question was asked beginning with "Given the cost savings..." and that the online open house site included information about reducing project costs and bridge width reduction before the survey.

CTF OPEN DISCUSSION

Allison paused for CTF discussion before the vote:

- Peter Finley Fry, Central Eastside Industrial District, asked what the contingency percentage, or the percentage of the budget reserved for unknown factors such as inflation, was for the project. He noted that in his experience, 30% is common but can be as high as 80% in uncertain funding environments.
 - Steve Drahota, HDR, said that there are multiple ways to calculate this. The engineering-based estimates were in the 25% contingency range because of the amount of detailed line items that were included and because escalation had been pulled out. Another way to calculate contingency is through a cost-risk analysis that takes the possibility of

various situations, such as input from the railroad or hitting a boulder during excavation, into account. This estimate is still being calculated but it is expected to be about 30%. Overall, it is consistent with other projects.

- Peter was glad to know the rate is in a normal range.
- Peter expressed concern that the project was working on cost cutting measures too early in the process because it leaves no further aspects to cut during the Design Phase, if needed.
- Ed Wortman, Community Member, asked if there are traffic prediction estimates that can give a better idea of how the bridge will serve future traffic needs under normal conditions and after an earthquake. He noted that after an earthquake, the bridge could be carrying normal traffic as well as emergency vehicles and felt that it's important to have data to support the decision to build a four-lane bridge.
 - Steve said that there are no traffic models to predict what will happen after an earthquake because there are so many factors involved. However, it is expected that Portland will go from 45 lanes crossing the Willamette River to four since major damage is expected on all downtown bridges and/or their approaches. Traffic modeling for normal traffic operations with four lanes instead of five has been studied and results will be published this spring in the SDEIS. Steve noted that most traffic in multilane roads is caused by insufficient space and time for merging. Findings in the SDEIS showed that, depending on how merging is managed, the four lanes are expected to handle traffic flow well and with minimal queuing.
- Ed asked if this traffic analysis includes future traffic projections. He wondered how accurate the predictions are that suggest that traffic will decrease in the future.
 - Steve explained that this was an interesting finding of a region-wide study done by Metro. According to this study, traffic volumes in 20 years are expected to be about the same as today. This model does predict that traffic will increase and peak over the next 10 years and then return to today's levels in the following 10. This rise and fall is due to increased transit infrastructure and decreased parking downtown which is expected to create mode shifts away from single occupancy vehicles. Steve also clarified that this prediction is for city streets and not the freeways.
 - Art expressed doubt about this traffic prediction because people who live in the outer parts of the city or suburbs aren't able to switch to other modes of transportation for long trips.
- Ed asked if this study is affected by COVID and the recent downturn of traffic going into downtown since many people have been working from home.
 - Steve said the study was developed well before COVID and before the project began so it does not include recent traffic changes.
- Jackie asked if there were any recent updates on the inflation of material costs due to COVID. She said that since the reduced width bridge is not preferred by many, the project should continue to use the most recent estimates, especially if material costs are going back down.
 - Steve said this is a frequently discussed topic and agreed that there is some expectation that costs have hit their peak and will begin to even out again, however, it's very



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difficult to predict. These impacts are being studied by the County's economist as part of the cost risk analysis. Steve also said that another factor to keep in mind is the amount of large-scale projects in the area which can make hiring contractors competitive. Steve noted that a similar situation happened around 2006-2008 and the market did eventually correct itself.

- Jane Gordon, University of Oregon, noted that the most important function of the bridge is seismic resiliency and that emergency materials aren't going to be transported on bikes. She shared concern for having to make a decision at tonight's meeting when there are so many unknowns around the material costs and uncertain funding.
- Susan Lindsay, Buckman Community Association, expressed concern about reducing the bridge width when it is uncertain whether the traffic models will be accurate, especially if this is the only bridge expected to survive a major earthquake. She shared that she is currently staying on the coast where the recent tsunami warnings made her particularly aware of the possibility of seismic events. For that reason, it is clear that a seismically sound bridge is needed as soon as possible. She said she did not support the idea of a narrower bridge but understands that it may be necessary due to budget.
- Tesia asked if there is a way to vote for widening the bike and pedestrian lanes if funding is found.
 - Mike said that CTF member's comments will be captured in the record along with their vote.
- Paul Leitman, Oregon Walks, noted that since the timing of an earthquake is unknown, it's not certain that the Burnside Bridge will be the only surviving bridge. If the earthquake happens in 10-20 years it might be, but if it doesn't happen for 50 years then there may be another seismically resilient bridge by then. He urged the group to consider the current bridge replacement as an important incremental step, even if it isn't as wide as many people would prefer.
- Bill asked if the County's decision to delay the project a year in order to find cost cutting measures may end up costing the project even more money because of the subsequent inflation of material and labor costs. He noted that funding opportunities may have been missed over the last year while the cost saving measures have been studied.
 - Mike agreed that adding a year to the project schedule to look at cost savings seems counterintuitive when time is money. However, the cost of adding a year to the project was only a fraction of the \$200 million cost-saving measures that have been identified. Mike added that the project has not missed any new funding opportunities in the last year and reminded the group that the failure of the Metro transportation bond in 2020, which would have allocated \$150 million towards the project, was a driving force for the cost saving analysis and subsequent delay in the project schedule.
 - Steve added that many more fundraising opportunities exist now than a year ago because of the federal infrastructure package that was recently passed.



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CTF RECOMMENDATION

Allison gave a review on the voting process for the CTF. She asked that they give a thumbs up, down, or to the side meaning they support, oppose, or can accept the measure, respectively. She also urged everyone to provide comments for the record if they have any reservations about the measures.

The CTF recommendations on whether to move the package of 3 refinements to the Preferred Alternative forward for Policy Group approval were as follows:

CTF Member	Bascule movable span	Westside girder	Reduced bridge width	Reasoning, if provided
Art	Support	Support	Oppose	Oppose the reduction of bike and pedestrian space because the argument that there will be fewer vehicles in the future means that other modes will increase. Also felt that cars won't be as useable post-earthquake.
Dennis	Support	Support	Oppose	Oppose the reduced bridge width because the additional width will be needed to accommodate future use, especially in the event of an earthquake.
Ed	Support	Support	Accept	Accept the reduced bridge width but it is not ideal.
Sharon	Support	Support	Support	Hope funds can be found for a wider bridge but believe moving forward with building the bridge is most important.
Fred	Support	Support	Support	Voting on behalf of Laurelhurst Neighborhood Association and Emergency Team. Support all measures because: 1) Earthquake resiliency is the most important consideration. 2) The bascule and girder bridge types fit the scale and character of the area.



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				<p>3) The proposed bike & pedestrian space is adequate.</p> <p>4) The lane reductions are supported by the traffic analysis.</p>
Gabe	Support	Support	Accept	Believes the population will increase much more than predicted.
Howie	Support	Support	Accept	Accepts the width reduction but prefers the wider bridge if funding becomes available.
Jackie	Support	Support	Accept	Accepts the width reduction but prefers the wider bridge if funding becomes available. Post-earthquake, many roads will not be passable which will require more space for walking, biking and mobility devices.
Jane	Support	Support	Accept	Accepts the width reduction but prefers the wider bridge if funding becomes available. A smaller bridge is better than no bridge but hopes it doesn't come to that.
Marie	Support	Support	Accept	Accepts the width reduction but prefers the wider bridge if funding becomes available. A smaller bridge is better than no bridge but hopes it doesn't come to that.
Paul	Support	Support	Support	Supports all measures but prefers 20-foot bike and pedestrian space. If additional funding becomes available, bike and pedestrian space should be prioritized before vehicular space.
Peter	Support	Support	Oppose	Opposed to the reduced bridge width because it is too early in the process to cut such a significant amount. Believes that decision shouldn't be made until funding



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				opportunities are clearer. Also concerned over the lack of coordination between regional projects in competing for federal funding.
Stella	Support	Support	Accept	No additional comments.
Susan	Support	Support	Accept	Accepts the reduced bridge width but strongly prefers the wider bridge if funding becomes available. Concerned over the lack of coordination between regional projects in competing for federal funding.
Tesia	Support	Support	Support	Voting on behalf of Mercy Corps: Supports all measures because of the urgency of the bridge need. Personally, prefers the wider bridge if funding becomes available.
Bill	Support	Support	Accept	No additional comments.

In summary, CTF members recommended that the package of three Preferred Alternative refinements advance for Policy Group approval. There was unanimous support for the westside girder and bascule moveable span. Four members supported the reduced bridge width, eight members accepted, and three members opposed.

Allison paused to ask for questions:

- Jane clarified that the ‘accept’ vote is defined as “I can live with the recommendation,” but in the case of this vote, many of the members used this option to say that they accept the reduced bridge width recommendation only as a last resort option if the choice is between not having a seismically sound bridge at all and having a reduced bridge width.
 - Susan agreed and reiterated that the money should be found to build the wider bridge.
- Ed echoed Peter’s concern on the lack of coordination between regional projects competing for federal funding. He shared that years ago there was discussion about creating a regional bridge agency that would oversee all bridges and interstates. He believes that the need for this is even more evident now. Ed asked how the funding and design uncertainties will impact the project’s timeline.



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- Megan said the current timeline is to break ground in 2025 which means that the 30% design plans need to be set by March 2023. This timeline leaves the project about one year to find funding which is going to be a challenge, but it is the reality of the situation.
- Tesia agreed that regional coordination on proposals submitted for funding will look much stronger than multiple competing bids from the same city or district.
- Mike agreed with Tesia, Ed and Peter's call for regional coordination on grant requests. He said the County is doing what it can to coordinate, but some competition does still exist between all the agencies seeking funds.

NEXT STEPS

Mike thanked the CTF for their recommendation and comments and reviewed the timeline for the decision process, and environmental review:

- March 2022 Policy Group Meeting – Seek Policy Group's approval and adoption by the Board of County Commissioners
- May/June 2022 – Publication of SDEIS and start of the public comment period
- July 2022 CTF Meeting – Review SDEIS feedback and mitigation strategies. Prepare for Final Design and committee recruitment. Celebrate conclusion of CTF Environmental Phase work. **(CTF's last meeting)**
- Fall/Winter 2022 – Publication of the Final EIS and Record of Decision.

Mike explained that the SDEIS is a formal technical document that reports all positive and negative impacts the project could have on various topics. He noted that FHWA has directed the Rose Quarter project to submit a supplemental environmental review because the project design has substantially changed since the original study, similar to this project's change in bridge width.

Steve noted that the SDEIS will contain a robust traffic analysis within the Transportation Technical Report.

Allison requested two members to volunteer to present the CTF's recommendation at the Policy Group meeting in March. She clarified that the meeting will be virtual. Susan and Jackie volunteered to represent the CTF.

Mike also announced his retirement from Multnomah County this spring and Howie Bierbaum's retirement from Portland Saturday Market. He shared that this will be both of their last meetings and thanked CTF members for their engagement throughout the process.

ADJOURN

Allison thanked everyone for their time and adjourned the meeting.



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ACTION ITEMS

- Action 1: Project team to send a link to the City Club’s regional seismic study ([link to online report](#)).



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PUBLIC COMMENTS RECEIVED

January 21, 2022



Subject: Comment on EQRB cost reduction measures

To: Community Task Force EQRB

On behalf of the City Club of Portland, we are updating our March 31, 2021 letter of support for Multnomah County's Earthquake Ready Burnside Bridge Project and the most recent "preferred alternative" plans. We are members of the City Club's Earthquake Resilience Advocacy Committee. If funded, this project will play a critical role in community safety, response, and recovery after a major earthquake.

In December 2021, we reviewed the current "preferred alternative" plans for the bridge, which incorporated a number of cost savings measures from earlier plans. The review included a briefing from Multnomah County staff and consulting engineers. Our conclusion is that the cost reductions involved in the current preferred alternative plan for the bridge would preserve the seismic resilience of the earlier versions of the plan. Our primary concern has been the seismic resilience and "lifeline" capability of a Burnside Bridge replacement. Of the three cost reduction areas currently recommended, only the reduction in bridge width and loss of one traffic lane is a concern, from the standpoint of emergency traffic. However, we were convinced that this would not be a bottleneck to emergency traffic during a major event and therefore acceptable. We agree that the current funding situation, including the failure of the 2020 Regional Transportation Bond Measure with \$150 million allocated to the bridge project, suggests the need for cost reduction measures. We would support restoration of the bridge width if funds subsequently become available, but agree with the need to make reductions in the current plan at this point.

Below we have reproduced the arguments from our March 31, 2021 letter in support of the project to provide context for the update above.

In 2017, the City Club reported an extensive, year-long study by its members documenting earthquake resilience in the Portland area, entitled "Big Steps Before the Big One". One of the major conclusions of the study was that the Burnside Bridge should be replaced by a seismically resilient bridge as soon as possible. The research report and its recommendations were adopted by an overwhelming "yes" vote of the City Club membership. We will only comment on aspects of the current project related to the approved recommendations.

Oregon's largest metro region currently does not have a downtown bridge that will be usable immediately after a major earthquake. The Pacific Northwest regularly experiences some of the largest earthquakes in the world along the Cascadia Subduction Zone (CSZ). Geologists estimate there is a one in three chance that a CSZ earthquake with a magnitude of 8+ will strike the Portland region in the next 50 years. Completion of Multnomah County's Earthquake Ready Burnside Bridge project will ensure that we have at least one downtown bridge that emergency responders can use after a major earthquake. Making the Burnside Bridge seismically resilient will improve the reliability of the nearly 19-mile Burnside regional emergency lifeline route, which stretches from Washington County to Gresham across the heart of the metro region. City Club's Earthquake Resiliency Committee has been closely tracking this project and we strongly support its efforts in creating more resilient infrastructure in our region.

A Draft Environmental Impact Statement (DEIS) has been issued for the Earthquake Ready Burnside Bridge Project. Local elected leaders and a Community Task Force have recommended a preferred alternative for a new Long Span bridge. We have studied the DEIS and have written letters of comment earlier as the project has evolved. We strongly agree with the DEIS recommendation. This choice has the best seismic resilience of the options studied, and more importantly, the resulting bridge will be immediately operable after a CSZ earthquake. This is the critically important role that the Burnside Bridge must fulfill for Portland to have an East-West lifeline transportation route.

We strongly support the search for state and federal funding of the replacement of the current 94-year-old bridge that has reached the end of its service life. This project will help protect our region from a major disaster. It will foster our ability to recover after the predicted CSZ earthquake by ensuring that we have a continuously operable lifeline transportation route across the Willamette River. We respectfully urge you to support the allocation of federal funds to help replace the Burnside Bridge and see this project to fruition.

Thank you for your consideration.

Sincerely,
Teri Martin, CCERAC Chair
Tom Dyke and Rob Fullmer, CCERAC Buildings and Infrastructure Sub-Committee
Anne Castleton, CCERAC member
Portland City Club Earthquake Resiliency Advocacy Committee

Julie Davis, President of the Portland City Club
Caitlin Baggott Davis, President-Elect of the Portland City Club

From: webmaster@multco.us on behalf of [EQRB Webform via Multnomah County](#)
To: burnsidebridge@multco.us
Subject: [EQRB] Comment from - -
Date: Monday, January 24, 2022 10:32:16 AM

Submitted on Monday, January 24, 2022 - 10:31am

Name: Mims Haske
Phone: 9715635000
Email: mlhaske@gmail.com
ZIP: 97007
Organization: n/a

Mailing List: I would like to receive project updates by email.
Text Messages: I would like to receive a text notification at key milestones.
Invite:

Question or Comment:

Just want to thank Multnomah Co for working on this massive issue. Even though we travel our bridges all the time and they are right in front of our noses, EQ readiness for them is sort of an 'out of sight, out of mind' issue for most people. When the Cascadia slips some of us will need the arteries that cross our beloved Willamette, and what you're giving us here is hope that one or more bridges can survive such a natural catastrophe. Best not to live in fear of the big EQ that is coming, but rather to mitigate ahead of time and prepare as well as we can so that when it DOES happen we can diminish the loss of life and infrastructure, as you are doing. Keep up this incredibly important work. Kudos and gratitude. I'll be watching and following whatever news I can find about this issue.

This is a submission from:
<https://multco.us/earthquake-ready-burnside-bridge/webform/contact-us>

TO RESPOND TO THIS SUBMISSION:

Please make sure that:

- 1) You paste the submitter's email address into the "To" line of your response
- 2) You cc burnsidebridge@multco.us, to create a record of your response

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From: burnsidebridge@multco.us on behalf of [Chris Smith](#)
To: burnsidebridge@multco.us
Subject: [EQRB] Burnside Bridge Comments
Date: Monday, January 24, 2022 8:04:58 AM

External Sender



Task Force Members,

I'm writing to express my concern that overly focusing on cost savings for a seismically resilient Burnside Bridge is short-term thinking that could have long-term costs for our community.

I've been involved with the Burnside corridor for several decades, representing Northwest Portland on the stakeholder group that looked at coupletizing Burnside on both sides of the river, then serving for 12 years on the Portland Planning and Sustainability Commission, including multiple updates to the Portland Transportation System Plan (TSP). As a member of the Portland Streetcar Inc. board of directors, I've also been involved in several assessments that considered the possibility of running Streetcar over the bridge.

Portland's Comprehensive Plan and TSP vision a city with a 25% mode share each for transit and cycling. Achieving this vision is critical to our response to climate change. And the Burnside Bridge can play a critical role in delivering these ambitions.

While I fully support a single westbound auto lane on the bridge, I think it is important that we don't foreclose the opportunity for an exclusive transit lane in the westbound direction (possibly with Streetcar). To support our cycling goals, it's important that the bike facilities on the bridge be wide enough for two people to comfortably ride side-by-side, with ample separation from both autos and people walking.

I would also encourage you to consider how the bridge integrates with the urbanism on either side of the river. Careful integration can support the bridgeheads as vibrant places where people gather and interact.

At a time when we are considering multiple billions of dollars for freeway projects in our region, being penny-wise and pound-foolish for a truly multi-modal facility in the heart of our central city would be a hundred-year mistake. Please build a bridge that will be a gem for our community for many generations.

Thank you for your consideration of these issues and your service in this effort.

Chris Smith
Northwest Portland
503 223-3688.

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