



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

BETTER – SAFER – CONNECTED

September 25, 2020

Senior Agency Staff Group Meeting #13

Meeting Summary

Meeting Information

Project: Earthquake Ready Burnside Bridge

Subject: Senior Agency Staff Group, Meeting #13

Date: Friday, September 25, 2020

Time: 3:00 to 5:00 p.m.

Location: WebEx Video Conference Call

Attendees: SASG Members:
Mark Lear, Portland Bureau of Transportation
Brian Monberg, City of Gresham
Malu Wilkinson, Metro
Mike Bezner, Clackamas County
Steve Witter, TriMet
Mike Morrow, FHWA
Dan Bower, Portland Streetcar
Jean Senechal Biggs, City of Beaverton
Brett Horner, Portland Parks and Recreation

Additional Invites
Chris Fick, MultCo
JD Deschamps, MultCo
Brendon Haggerty, MultCo
Patrick Sweeney, PBOT
Teresa Boyle, PBOT
Alex Oreschak, Oregon Metro
Tate White, Portland Parks and Recreation
Mike Baker, DEA
Suzanne Carey, DEA

Project Team:
Megan Neill, MultCo
Ian Cannon, MultCo
Mike Pullen, MultCo
Heather Catron, HDR
Steve Drahota, HDR
Cassie Davis, HDR
Liz Stoppelmann, HDR
Jeff Heilman, Parametrix
Laura Peña, EnviroIssues
Joey Posada, EnviroIssues





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Apologies: SASG Members:

Chris Deffebach, Washington County
Sam Hunaidi, ODOT
Katie Morrison, Sen. Kathleen Taylor’s Office
Greg Theisen, Port of Portland
Lucy Williams, Rep. Smith Warner’s Office

Additional Invites:

Liz Smith Currie, MultCo
Jessica Berry, MultCo
Jeston Black, MultCo
Jon Henrichsen, MultCo
Emily Miletich, MultCo
Jamie Waltz, MultCo
Emily Cline, FHWA
Shaneka Owens, FHWA

Summary Notes

WELCOME AND INTRODUCTIONS

Heather Catron, HDR, welcomed the group and thanked them for joining the meeting. She reviewed the agenda and described the following meeting objectives:

- Review community feedback from summer outreach and the CTF’s recommendation on the recommended Preferred Alternative.
- Kickoff Type Selection Phase and review process.
- Review and get feedback on Policy Group materials.

PROJECT STATUS UPDATE

Megan Neill, Multnomah County, shared that the County is currently in negotiations with David Evans and Associates (DEA) on the owner’s representative contract. The County and project team are also continuing coordination with the City for permitting assistance and regarding Eastbank Esplanade access to and from the bridge. The project team is hosting meetings to discuss the best approach to connect the new Burnside Bridge to the Eastbank Esplanade.

RECOMMENDED PREFERRED ALTERNATIVE

Mike Pullen, Multnomah County, shared that the CTF confirmed their recommendations of the Replacement Long Span and Full Bridge Closure options at their September 21st meeting.

Review summer outreach feedback

Mike P. provided an overview of the outreach conducted for this phase of the project, sharing that there was a range of engagement that included an online open house, briefings, videos, social media, and work with the Community Engagement Liaisons (CELS) Program (see slide 8). He reported that there was much higher participation during this round of engagement compared to the first round in 2019. The





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online open house received more than 25,000 unique visitors and nearly 7,000 survey response. More than 80% of survey participants agreed with the Replacement Long Span and full bridge closure options, citing cost savings and the preservation of the Burnside Skatepark among other reasons. Those who did not agree with the recommendations were primarily concerned with the aesthetics of the conceptual renderings, loss of the historic bridge, and negative traffic impacts (see slides 9 and 10). More details are available in the Round 2 Engagement Summary.

Review CTF recommendation and comments

Mike P. reported that the Community Task Force (CTF) holds a strong consensus for the preferred options. The CTF had no revisions for their original recommendation. Mike P. asked for the participants to share comments or questions.

- Jean Senechal Biggs, City of Beaverton, asked Mike P. about how the business community may feel about a full bridge closure. She shared an example from when the Hawthorne Bridge was closed around 20 years ago.
 - Mike P. responded that after the Hawthorne Bridge closure, the Portland Bureau of Transportation (PBOT) and the Portland Business Alliance provided feedback against closing portals to downtown. He shared that the cost and construction time savings for the current Burnside Bridge project seemed to outweigh the other impacts for businesses and shared that the Portland Business Alliance is represented on the CTF. He added that at first the social services agencies and providers seemed to have a greater preference for a temporary bridge than businesses, but as the impacts became clearer and mitigation conversations began, most have changed their preference to the closure.
 - Teresa Boyle, PBOT, shared that this is a great reminder to focus on how outreach is conducted for detours and closures, especially in the context of other projects that impact traffic at the same time.
 - Mike P. agreed that collaboration across agencies and projects will be essential when construction begins.
 - Cassie Davis, HDR, confirmed that the project team is planning on addressing this needed outreach and agency collaboration as they continue to study mitigation measures.
 - Teresa asked if there would be a robust reflection of the impacts to businesses in the Draft Environmental Impact Statement (DEIS) and added that sharing this perspective with the public seems to be an important element.
 - Cassie confirmed that the impacts to businesses will be an important element of the DEIS and that the project team is working with the Portland business community on mitigation measures that address impacts that will affect them.



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KICKOFF TYPE SELECTION PHASE

Overview

Steve Drahota, HDR, provided an overview of how the Bridge Type Selection Phase will progress and shared a general schedule that illustrates how the Type Selection Phase will happen concurrently with the Environmental Review Phase (see slide 13). Steve shared that the Type Selection Phase will provide preliminary design information required to secure federal permits in the timeframe allotted by One Federal Decision. It will also result in a selected bridge form, or type, (see slide 14 for examples of bridge types being considered for this project) and the development of preliminary Visual Design Guidelines by June of 2021.

Steve clarified that permitting will be completed during the Final Design phase. Slides 15 and 16 illustrate the different elements that the Type Selection and Final Design phases will each focus on.

- Malu Wilkinson, Metro, shared that the graphics in the presentation did a good job of illustrating the timeline and the difference between Type Selection and Final Design.

Process

Megan shared that the Type Selection Phase will have the same decision-making structure that the project team used in the last phase. The CTF will make recommendations to the Policy Group with input from the public, the project team, SASG, and working groups (see slide 17). She added that the working groups will share information with the CTF regarding core technical analyses that they will use to create evaluation criteria and measures (see slide 18). Megan shared the process to come to a preferred bridge type starting with criteria and measures development, deciding on a range of feasible options, evaluation and screening, and finally a decision on the preferred bridge type. She also shared that the Project team has updated the membership of the Urban Design & Aesthetics Working Group (UDAWG) to increase various community interests (see slide 20).

- Teresa expressed her concern for the absence of the multimodal working group in this phase, stating that this is an essential group for design elements.
 - Heather acknowledged Teresa's concern and shared that the CTF includes members that represent the main user groups of the bridge. She added that the multimodal working group was involved during the NEPA phase, but the project team felt that the group had met their goal for that phase. She also shared that the subcommittee the project team is working with on access to the Eastbank Esplanade is another opportunity to move multimodal-related design elements forward in this process.
 - Steve agreed that the project team felt like there was not a need to engage this working group during this phase but offered to continue the conversation offline.

- Teresa expressed her interest and appreciation for further thought, citing her experience with the Tilikum Bridge. She also emphasized that she does not expect design guidelines regarding multimodal approaches to come through the CTF.
- Heather thanked Teresa for bringing this concern forward and the project team will reach out to her for further discussion.
- Patrick Sweeney, PBOT, asked how the other working groups will provide input to the UDAWG.
 - Heather clarified that the intent is that the project team members will be the nexus to share information between groups, including meeting outcomes and/or tasks. She added that CTF members are welcome to join whichever working group sessions they are interested in. She suggested that the graphic (slide 18) should be updated to illustrate the interaction between the CTF and working groups.
 - Patrick responded that he liked the idea of the CTF interacting with the working groups in some capacity to share what they are all thinking.
- Teresa asked who was representing the City of Portland on the UDAWG.
 - Megan responded that the City would be represented by Patrick Sweeney, PBOT, Lora Lillard, BPS, Hillary Adam, BDS, Tate White, PPR, and Justin Douglas, Prosper Portland.

Workplan

Megan shared an overview of the CTF workplan through 2021, pointing out the various tasks and milestones for the different project groups (see slide 21). She shared that the SASG group will meet again in December to review the CTF's evaluation criteria and measures for Type Selection. The DEIS will be published in January and will be a focus for the next phase of public outreach during January and February along with the range of bridge types and evaluation criteria. In March, the Project team will hold an Agency Ratings Workshop and review evaluation screening results with the CTF. The CTF will work to have a recommended bridge type in April which will be shared with the SASG before going back out for a public input period in May. The CTF will review public input before finalizing their recommendation to be shared with the SASG and going for approval by the Policy Group in June.

POLICY GROUP MEETING MATERIALS REVIEW

Heather shared the agenda for the Policy Group meeting in October where the project team and CTF representatives will share information and outcomes from the public outreach period, ask the Policy Group for approval of the recommended Preferred Alternative, and share information about the Type Selection Phase (see slide 22 for the proposed agenda). The presentation and materials are expected to be very similar to that shared during this SASG meeting.

Heather asked the SASG for comments or suggestions to Policy Group materials.



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- Malu suggested clarifying the request for feedback at specific points in the agenda so the members can stay engaged and be prepared. She does not anticipate any challenges from her representative.
- Heather added that many members have already been briefed, including Senator Merkley's staff, Prosper Portland, City of Beaverton, and others.

UPCOMING MEETINGS AND NEXT STEPS

- **September 29:** Urban Design + Aesthetics Working Group
- **October 2:** Policy Group PA Recommendation Approval
- **October 26:** CTF
- **January/February:** Draft Environmental Impact Statement Publication
- **January/February:** Bridge Type Selection Outreach –Range of Bridge Options and Criteria Topics

ADJOURN

Heather thanked the group for their participation and adjourned the meeting.

ACTION ITEMS

- The project team will reach out to Teresa in the next week to discuss the integration of the multimodal working group in this phase.