

**From:** [Scott Friesen](#)  
**To:** [Clerk General](#)  
**Cc:** [Willie](#)  
**Subject:** City Council meeting 7/20 - item 636  
**Date:** Monday, July 18, 2022 3:05:01 PM  
**Attachments:** [image001.png](#)

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Portland City Council,

Special Olympics Oregon has been closely following the project surrounding the Burnside Bridge. We strongly advocate for accessibility for folks with disability and diverse mobility needs. An elevator is not an acceptable solution. The new bridge needs a ramp to connect to the esplanade.

**Scott Friesen** | Director of Fundraising & Signature Events

Pronouns: He/Him/His

**Special Olympics Oregon**

Cell: (971) 350 - 8814

8313 SW Cirrus Dr. Beaverton, OR 97008 | [www.soor.org](http://www.soor.org)



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**From:** [Joanne Johnson](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Public comment--Item 636:Re: Accessible ramp to Eastbank Esplanade essential to Earthquake Ready Burnside Bridge  
**Date:** Monday, July 18, 2022 10:07:38 PM

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## **Accessible ramp to Eastbank Esplanade essential to Earthquake Ready Burnside Bridge**

Dear Honorable Mayor and Esteemed Commissioners:

I'm writing today to celebrate that you included language requiring an ADA accessible ramp connection in the resolution approving the Earthquake Ready Burnside Bridge. Thank you for your solidarity with disabled Portlanders like me who rely on accessible pedestrian infrastructure to get around this beautiful city.

It takes such a long time for any project to move through the process of design and construction towards the first glimmers of completion. I'd like to share a bit about why this accessible ramp is important to me, with hope that you'll feel supported and steadfast in your commitments to accessibility and equity as this bridge progresses.

I live in Northeast Portland and use a mobility scooter, and public transit, to get around. I do not own a car and traveling for me depends entirely on the sidewalks, pedestrian paths, ramps, and crosswalks of Portland. Going to the office, meeting up with friends, and enjoying Portland on sunny (and rainy!) days are all possible with the right combination of accessible transit and well-maintained sidewalks. A ramp is freedom itself.

I've heard that during this project the designers considered using an elevator to provide an accessible route between the Eastbank Esplanade and the Burnside Bridge. And that this strategy was not supported by PBOT or community members, who have experienced far too many broken elevators with hard-to-find parts. This is my experience too.

As I look on TriMet's website today, I'm reminded that the Hollywood Center Max Station's elevator has been out of service since May 7, 2022--it's been more than two months since I could take the Max there. Other elevators are down, too. And I know that TriMet is doing their best. It is difficult to find parts to repair many elevators, and it often was even before the pandemic.

The Burnside Bridge and Eastbank Esplanade are major pedestrian connectors, used by people to get to work, to enjoy the river, and to move around the city. The nearest accessible path to the Esplanade is a mile away. This connection and pathway are important for everybody, important enough for this huge investment: I urge you to continue lifting up that I, and other disabled people, are part of everybody. And perhaps, like the Earthquake Ready Burnside Bridge itself, this everyday investment in an accessible ramp will become a lifesaving, vital path to safety in a major disaster.

It's my understanding that in one of the meetings for this project, the designers said they were planning to remove any accessible pathway between the bridge and the esplanade before submitting the final design, leaving only the stairs that are there now. This inaccessible, inequitable, and exclusionary path would disrespect community input, ignore the ADA, and convey that I and other disabled Portlanders don't matter that much at all. It is

painful to be reminded, nearly 32 years after the Americans with Disabilities Act (ADA) was passed, that many people remain all too willing to ignore accessibility and people with disabilities, even when we are invited to the proverbial table.

Thank you, Mayor and Commissioners, for affirming that accessibility is a critical part of our City's infrastructure. Thank you for being in solidarity with the community members who shared their time and expertise with this project. And thank you for showing that creating equity requires action and doing something different than before. I celebrate your commitment, and every time I use the ramp from the Burnside Bridge to the Eastbank Esplanade, I will know that we matter.

Sincerely,

Joanne Johnson  
Portland, OR 97232

**From:** [christina wienholz](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Burnside bridge project— City Council agenda 7.20.22  
**Date:** Monday, July 18, 2022 10:18:46 PM

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Hello!

I am writing this in my capacity as a long time NE Portland resident. As a person living with cerebral palsy I ask that the City of Portland City Council not support any project that does not include an accessible option for people with disabilities.

The community of people with disabilities have continually expressed their desire for a ramp to act as a accessible route to/ from the Burnside Bridge. A ramp seems to provide the most ease for people with disabilities as well as the most efficient use of resources for the both the City/ County. A ramp seems like it requires less maintenance/ staff time than the maintenance an elevator would require.

The current county plan for the Burnside Bridge does not even include an elevator let alone a ramp. The idea that a project that may be funded by both the City and County that is not accessible to people with disabilities is very disappointing. The bridge is being updated to withstand a future earthquake and the safety of people with disabilities is not being considered, especially considering that people with disabilities made their preference for a ramp over an elevator.

When funding and beginning projects like the Burnside Bridge the City must listen to the community that will be the most impacted by the proposed projects. If the Burnside Bridge project is allowed to continue without an accessible option for people with disabilities the project is inherently flawed and discriminatory.

Please do not support this project! As a person with a disability, supporting the Burnside project without a ramp or an elevator would directly affect my ability to get safely on and off of the bridge. This takes away from my ability to safely traverse my city where I live and work.

A resident of Portland,

Christina Wienholz

503-799-5901  
5616 NE Garfield Ave.  
Portland, OR 97211

Sent from my iPhone

**From:** [Rebecca Smith](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** Burnside Bridge Project - City Council Agenda July 20, 2022  
**Date:** Tuesday, July 19, 2022 7:53:34 AM

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To Whom It May Concern,

I am writing with concerns about the Burnside Bridge project design. I am a North Portland resident who supports disability rights, and I ask that the City of Portland City Council not support any project that does not include an accessible option for people with disabilities.

The community of people with disabilities have continually expressed their desire for a ramp to act as an accessible route to/ from the Burnside Bridge. The current plan for the Burnside Bridge does not include an elevator, nor a ramp. These oversights are unacceptable and ignore the safety and humanity of people with disabilities. The current design is discriminatory and flawed. Please reconsider this project as it is designed. People with disabilities should have access to the infrastructure designed and funded by the city.

Thank you for advocating for people with disabilities. These voices must be heard and supported through city projects.

A resident of Portland,

Rebecca Smith  
503-975-8492  
4945 N Denver Ave  
Portland OR 97217

**From:** [Terry Parker](#)  
**To:** [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Mapps](#); [Ryan, Dan](#); [Commissioner Rubio](#); [Commissioner Hardesty](#)  
**Cc:** [City Auditor, Mary Hull Caballero](#)  
**Subject:** Testimony on agenda item 636, the revised alternative for the Burnside Bridge, July 20, 2022  
**Date:** Tuesday, July 19, 2022 3:11:28 PM

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To members of the Portland City Council,

The current Burnside Bridge is approximately 100 years old. During the era of streetcar when the population of Portland was far less than it is today, and there was far less motor vehicle traffic and density, streetcar tracks occupied the two center lanes of the existing Burnside Bridge as shown in the 1940 photo below.



Obviously with four lanes for cars and trucks in addition to the two for streetcars, the bridge was constructed with a width to accommodate future demand.

In the 1960s, the Burnside Bridge was striped with six full service lanes for use by all cars, trucks and buses. The two center lanes were reversible which created four lanes in one direction during the peak morning and evening commutes. Overhead signaling controlled the direction of travel in the reversible lanes.

The revised preferred alternative for an earthquake ready replacement Burnside Bridge on the table today narrows the deck space of original replacement proposal and provides for a total of only three full service motor vehicle lanes, one bus only lane, two excessively wide bike lanes (one in each direction) and wide sidewalks. Less than 50% of the deck space is for use by cars and trucks. Yet the owners of cars and trucks are discriminately expected to pay for the entire local costs of a replacement bridge. Multnomah County and PBOT are treating transit riders and bicyclists like supremacists with their reserved lanes of privilege for which they are

not being held accountable to pay for. This kind of social engineering is nothing less than dictatorial socialism, a form of Marxism. Equity is absent! Motorists are unethically being fleeced and extorted to pay for the privileged users on narrow (minded) replacement bridge when compared to what is in place today.

Any replacement bridge needs to have a minimum of no less than two of two full service full width travel lanes in both directions at all times. There needs to be a study option #4 that eliminates the unnecessary bus only lane and makes better use of deck space for all users by narrowing the width of the bike lanes.

History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs. Nearly 10% of the jobs in both the U.S. and Oregon are tied to the auto industry. Given that nearly 50% of the deck space on the proposed new bridge is reserved for alternative transport modes, transit riders and bicyclists need to be charged with paying for at least half of the local costs for a replacement Burnside Bridge.

In closing, an earthquake ready replacement Burnside Bridge should be built to accommodate the transport needs for the next 100 years. Without four full service lanes for cars and trucks at all times, the proposal you are hearing about today is **A BRIDGE TOO NARROW!**

Respectively Submitted,

Terry Parker  
Northeast Portland

**From:** [Janc988](#)  
**To:** [Council Clerk – Testimony](#)  
**Subject:** July 20th City Council Agenda Item #636 - Burnside Bridge  
**Date:** Tuesday, July 19, 2022 8:35:23 PM

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Dear Mayor and City Council Commissioners,

My name is Jan Campbell. I use a motorized wheelchair and worked for the City of Portland for 22 years as the Disability Project Coordinator, and now volunteer with the City. I currently Chair TriMet's Committee on Accessible Transportation (CAT) and cannot be at the Council Meeting on the 20th, because that is when we have our CAT meeting. I do want to let you know though that I, and many other advocates, have been actively involved in the design of the new changes to the Burnside Bridge and many of us cannot stress enough that there must be an accessible route between the Bridge and the Eastbank Esplanade for persons who cannot take the stairs. We feel strongly, if stairs are the only way down to the Esplanade, that it is a violation of the ADA, and does not provide equal access for persons living with a disability and older adults.

I worked for the City, when we originally put in an elevator to the Eastbank Esplanade, and some of you I know remember that. We had safety issues, and maintenance issues. It could take weeks to get repaired. People got stuck in them and often they were used as toilets. Same issues but more of them now. Just a different time. One may want to talk to TriMet and/or their customers to see what they think about their elevators on some of the Max platforms. I myself prefer the ramp because of the lived experiences I have noted above and being very involved in the disability community and listening regarding their concerns. The ramp will need to be designed in a way that people feel safe, can rest when using it, if needed, and that there be a barrier between the other modes of transportation, such as the E-scooters, bicycles and skateboards.

Thank you so much for taking the time to listen. Equal access means universal access. If nothing else, it is the right thing to do.

Jan Campbell  
320 S. Montgomery Street  
Portland, OR



**From:** [Doug Myers](#)  
**To:** [Clerk General](#)  
**Cc:** [willie@humanaccessproject.com](mailto:willie@humanaccessproject.com)  
**Subject:** Re: City council testimony on Burnside  
**Date:** Wednesday, July 20, 2022 8:04:06 AM

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As President and representative of the 500 member Portland Bicycling Club, I wish to testify against the incorporation of an elevator in the Burnside Bridge project. An elevator would restrict and delay the flow of bicycle commuters who use the Burnside bridge to access their workplaces in downtown Portland. A ramp would be a much better alternative. Additionally, an elevator car would introduce potential safety and sanitation hazards for cyclists.

Douglas Myers  
President, Portland Bicycling Club

----- Original Message -----

From: "Willie " <[willie@humanaccessproject.com](mailto:willie@humanaccessproject.com)>  
To: "Dave McQuery" <[dmcq1943@comcast.net](mailto:dmcq1943@comcast.net)>, "Alan Mevis" <[alanmevis@yahoo.com](mailto:alanmevis@yahoo.com)>, "Ann Morrow" <[anniedmor@gmail.com](mailto:anniedmor@gmail.com)>, "Chip Kyle" <[cvkyle109@gmail.com](mailto:cvkyle109@gmail.com)>, "Christi Horton" <[contact.christi@gmail.com](mailto:contact.christi@gmail.com)>, "Cindy Bernert-Coppola" <[cindybco@gmail.com](mailto:cindybco@gmail.com)>, "coreybike" <[coreybike@comcast.net](mailto:coreybike@comcast.net)>, "obsidianrabbit" <[obsidianrabbit@q.com](mailto:obsidianrabbit@q.com)>, "Kathleen Hellem" <[katzh1969@gmail.com](mailto:katzh1969@gmail.com)>, "Lynn Thompson" <[lthompsonata@outlook.com](mailto:lthompsonata@outlook.com)>, "MARK BARNES" <[spamark@comcast.net](mailto:spamark@comcast.net)>, "Michael Heffernan" <[mikehpdx40@gmail.com](mailto:mikehpdx40@gmail.com)>, "Robert Schroeder" <[robschroeder51@gmail.com](mailto:robschroeder51@gmail.com)>, "Todd McCollum" <[todd.m.mccollum@gmail.com](mailto:todd.m.mccollum@gmail.com)>  
Sent: Friday, July 15, 2022 2:44:52 PM  
Subject: City council testimony on Burnside

PS if you are not able to make it please email your testimony to [councilclerk@portlandoregon.gov](mailto:councilclerk@portlandoregon.gov) and copy me

Howdy!

Can one (only one) person testify on Wed zoom for a city hall hearing for Burnside Bridge? We want to keep the testimony tight so one person from Portland Bicycling Club is sufficient.

Message - something to the effect of

"portland bicycle club is closely following this project. An elevator is not acceptable- this bridge needs a ramp to connect to the esplanade"

Wed 9:45am start

Item 636

<https://www.portland.gov/council/agenda>

Sign up here:

<https://app.smartsheet.com/b/form/849ab1b53fcd4a5c814d79902294e646>

Please confirm someone can attend!!

Willie  
Human Access Project

-----Original Message-----

From: "Willie" <will@humanaccessproject.com>  
Sent: Monday, January 3, 2022 3:28pm  
To: dmcq1943@comcast.net  
Cc: "Alan Mevis" <alanmevis@yahoo.com>, "Ann Morrow" <anniedmor@gmail.com>, "Chip Kyle" <cvkyle109@gmail.com>, "Christi Horton" <contact.christi@gmail.com>, "Cindy Bernert-Coppola" <cindybco@gmail.com>, "Corey Eng" <coreybike@comcast.net>, "Doug Myers" <obsidianrabbit@q.com>, "Kathleen Hellem" <katzh1969@gmail.com>, "Lynn Blanchard" <LThompsonata@outlook.com>, "MARK BARNES" <spamark@comcast.net>, "Michael Heffernan" <mikehpx40@gmail.com>, "Robert Schroeder" <robschroeder51@gmail.com>, "Todd McCollum" <todd.m.mccollum@gmail.com>  
Subject: Re: Portland Bicycling Club meeting 1/6 7:00

Got it!

My presentation focus on the concept HAP improvements - I can get through it in 5 min for 10 min of discussion and questions

Willie

> On Jan 3, 2022, at 3:26 PM, dmcq1943@comcast.net wrote:

>

>

> And just to clarify, we are not really looking for a reprise of the entire Street Trust meeting last month, An overview of the study, why it was undertaken, but very brief. Our interest is really in the presentation at the end focusing on pedestrian and cycling access to the new bridge, whatever form that might take. 15 minutes or so, and then some time to allow for questions. And thanks again for being so helpful on REALLY short notice!

>

> Dave McQuery  
> 13050 NW Cornell Rd A-2  
> Portland, OR 97229-5877  
> (503) 720-4946

>

> If the people don't want to come out to the ballpark, nobody's going to stop them—Yogi Berra

>

> From: Willie <will@humanaccessproject.com>

> Sent: Monday, January 3, 2022 3:22 PM

> To: dmcq1943@comcast.net

> Cc: Alan Mevis <alanmevis@yahoo.com>; Ann Morrow <anniedmor@gmail.com>; Chip Kyle <cvkyle109@gmail.com>; Christi Horton <contact.christi@gmail.com>; Cindy Bernert-Coppola <cindybco@gmail.com>; Corey Eng <coreybike@comcast.net>; Doug Myers <obsidianrabbit@q.com>; Kathleen Hellem <katzh1969@gmail.com>; Lynn Blanchard <LThompsonata@outlook.com>; MARK BARNES <spamark@comcast.net>; Michael Heffernan <mikehpx40@gmail.com>; Robert Schroeder <robschroeder51@gmail.com>; Todd McCollum <todd.m.mccollum@gmail.com>

> Subject: Re: Portland Bicycling Club meeting 1/6 7:00

>

> Ok! Will call ya a little before 7pm!

>

> My cell is (503) 936-6920

>

> Thanks again!

>

> Willie

>

>

> On Jan 3, 2022, at 3:20 PM, dmcq1943@comcast.net wrote:

>

>

> Join Zoom Meeting

> <https://us02web.zoom.us/j/88988879040?pwd=NjZtWlVod2lCSGhMSzU3TTloNloyUT09>

>

> Meeting ID: 889 8887 9040

> Passcode: 420636

>

>

> Dave McQuery

> 13050 NW Cornell Rd A-2

> Portland, OR 97229-5877

> (503) 720-4946

>

> If the people don't want to come out to the ballpark, nobody's going to stop them—Yogi Berra

>

> From: Willie <will@humanaccessproject.com>

> Sent: Monday, January 3, 2022 3:17 PM

> To: dmcq1943@comcast.net

> Cc: Alan Mevis <alanmevis@yahoo.com>; Ann Morrow <anniedmor@gmail.com>; Chip Kyle <cvkyle109@gmail.com>; Christi Horton <contact.christi@gmail.com>; Cindy Bernert-Coppola <cindybco@gmail.com>; Corey Eng <coreybike@comcast.net>; Doug Myers <obsidianrabbit@q.com>; Kathleen Hellem <katzh1969@gmail.com>; Lynn Blanchard <LThompsonata@outlook.com>; MARK BARNES <spamark@comcast.net>; Michael Heffernan <mikehpx40@gmail.com>; Robert Schroeder <robschroeder51@gmail.com>; Todd McCollum <todd.m.mccollum@gmail.com>

> Subject: Re: Portland Bicycling Club meeting 1/6 7:00

>

> Confirmed - please send zoom link!

>

> Willie

>

>

>

> On Jan 3, 2022, at 3:14 PM, dmcq1943@comcast.net wrote:

>

>

> I take it we are still homed in on this, right? Can you confirm that you got the links to the Zoom meeting?

> You can call me a few minutes before the start to be sure everything is on track. My phone # is below.

>

> Thanks.

>

> Dave McQuery

> 13050 NW Cornell Rd A-2

> Portland, OR 97229-5877

> (503) 720-4946

>

> If the people don't want to come out to the ballpark, nobody's going to stop them—Yogi Berra

>

**From:** [Matthew Serres](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Reff, Caitlin](#); [Daleo, Sharon](#)  
**Subject:** Disability Rights Oregon Testimony (July 20th Agenda Item 636)  
**Date:** Wednesday, July 20, 2022 9:07:36 AM  
**Attachments:** [2022.07.20.Written Testimony on Burnside Bridge Redesign - Disability Rights Oregon \(Agenda No. 636\).pdf](#)

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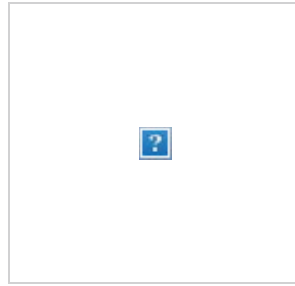
Good morning,

Attached is testimony submitted on behalf of Disability Rights Oregon concerning the agenda item number 636 on today's City Council agenda. The testimony pertains to the resolution regarding the Burnside Bridge design. Thank you for your consideration.

Sincerely,

Matt Serres  
Managing Attorney

Pronouns: He/His/Him  
Phone: (503) 243-2081 ext. 219  
Fax: (503) 243-1738  
Email: [mserres@droregon.org](mailto:mserres@droregon.org)



*Help us shape Disability Rights Oregon's future goals and priorities by completing [our annual disability community priorities survey](#). Ayúdenos a dar forma a las metas y prioridades futuras de Disability Rights Oregon rellenando [nuestra encuesta anual en español](#).*

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July 20, 2022

VIA EMAIL

Mayor Wheeler and the Portland City Council  
Portland City Hall  
1221 SW 4<sup>th</sup> Avenue  
Portland, OR 972904

RE: Written Testimony of Disability Rights Oregon on Revised Preferred Alternative for the Earthquake Ready Burnside Bridge Design (Agenda No. 636)

To Mayor Wheeler and the Portland City Council:

This written testimony is in response to the resolution introduced by Commissioner Hardesty to accept the revised preferred alternative for the earthquake ready Burnside Bridge design. The testimony is prepared by Disability Rights Oregon (DRO) staff attorney, Matthew Serres. Specifically, DRO supports the City's ongoing effort to provide an accessible ramp connection between the Burnside Bridge and the Eastbank Esplanade; however, we have concerns that Multnomah County does not intend to put forward a plan to the Federal Highway Administration that includes either a ramp or an elevator.

In September of 2021, the County discussed the project with Disability Rights Oregon and inquired whether an elevator or ramp would be the preferred accessibility connection between the bridge and the shared use path along the Willamette River below the bridge. While an elevator with appropriate maintenance may be acceptable, Disability Rights Oregon is most supportive of a ramp. Unfortunately, it has come to DRO's attention that Multnomah County intends to submit a plan to the Federal Highway Administration for approval that includes *only* stairs—no ramp, no elevator—to connect the bridge to the Eastbank Esplanade. A design that does not include a ramp or an elevator does not provide equal access to people with disabilities, as required under the Americans with Disabilities Act.

While Disability Rights Oregon supports the City's ongoing effort to provide an accessible ramp connection, it does not appear that the County intends to follow the resolution put forth by City Council requiring the ramp. To the extent that the City's resolution that includes a ramp has any force or effect on what the County eventually does, we recommend that the City Council hold the County accountable for any failure to include a ramp as part of the recommended design that will be sent to the Federal Highway Administration for approval.

About Disability Rights Oregon

Disability Rights Oregon is a statewide nonprofit law firm that upholds the civil rights of 950,000 people with disabilities in Oregon to live, work, and engage in the community. Disability Rights Oregon works to transform systems, policies, and practices to give more people the opportunity to reach their full potential. Since 1977, the organization has served as Oregon's federally authorized and mandated Protection & Advocacy System. Disability Rights Oregon is committed to ensuring the civil rights of all people are protected and enforced.

For any concerns or questions contact Matt Serres at 503-243-2081, extension 219.

**City Council Meeting - Wednesday July 20, 2022 9:30 a.m.**

<b>Agenda No.</b>	<b>First Name</b>	<b>Last Name</b>
636-01	Andre	Lightsey-Walker
636-02	Willie	Levenson
636-03	kiel	johnson
636-04	Ryan	Hashagen
636-05	Keith	Jones
636-06	Serenity	Ebert