



Joint Historic Landmarks Commission / Design Commission Briefing

Multnomah County
Department of Community Services
Transportation Division
October 11, 2021

1. Project Update: SDEIS Schedule and Components
2. Status Update: Project Cost Savings Measures
 - Bridge Cross Section
 - ADA Connections to Skidmore Max/Eastbank Esplanade
 - West Approach Bridge Type
 - Movable Span Bridge Type
 - Summary
3. Next Steps

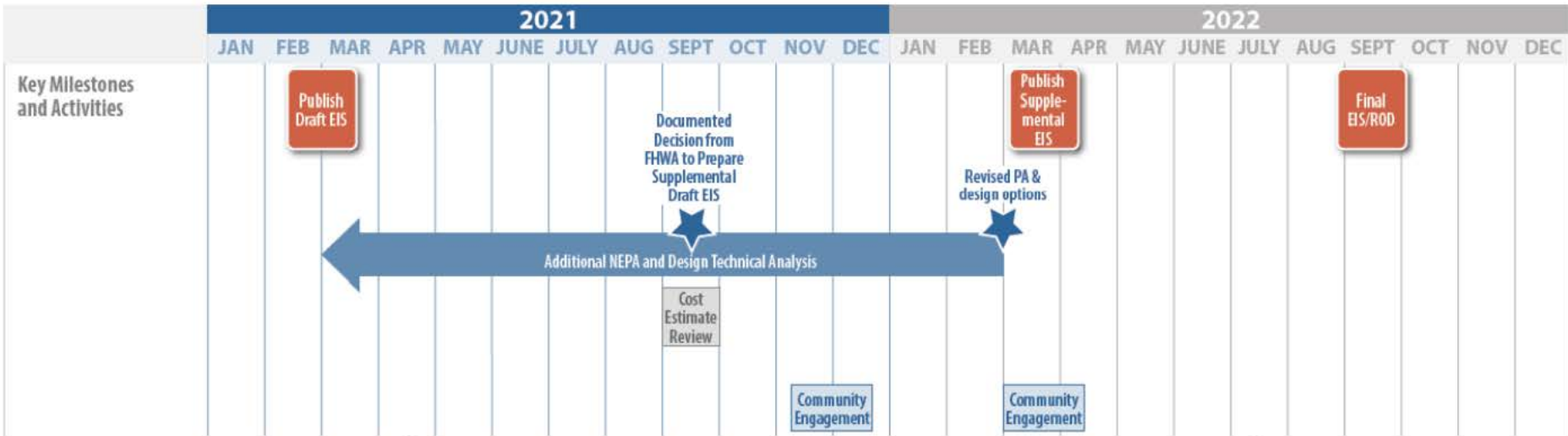




Supplemental Draft Environmental Impact Statement (SDEIS)



Project Update



Upcoming Key Milestones

- February 2022 – Mult Co Board of County Commissioners Adoption of Revised Preferred Alternative
- March 2022 - SDEIS Publication (45 day public comment period)
- April 2022 - City Council Adoption for Metro RTP Update
- September 2022 – FEIS / ROD
- Q3 2022 – Final Design Initiated



Project Update

SDEIS Publication and Comment Period: Early March to mid-April 2022



Objective: Share findings of the environmental analysis and allow for public review and comment on the SDEIS. 45-day comment period.

Key Activities:

- Online open house
- Briefings
- In-person hearing by appointment
- Voicemail, emails, comment form, snail mail
- E-newsletters, news releases and social media



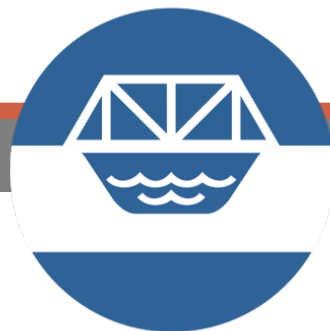
Project Update

SDEIS Technical Reports

- Acquisitions and Relocations
- Air Quality
- Climate Change*
- Economics
- Environmental Justice
- Equity*
- Floodplain and River Hydraulics
- Geology
- Hazardous Materials
- Health Impact Assessment*
- **Historic and Archaeological Resources**
- Land Use
- Noise and Vibration

- **Parks and Recreation**
- Public Services
- Right of Way
- River Navigation
- Social and Neighborhood Resources
- Transportation
- Utilities
- Vegetation, Wildlife, and Aquatic Resources
- **Visual and Aesthetic Resources**
- Water Quality
- Wetlands and Waters
- **Section 4(f) Evaluation**





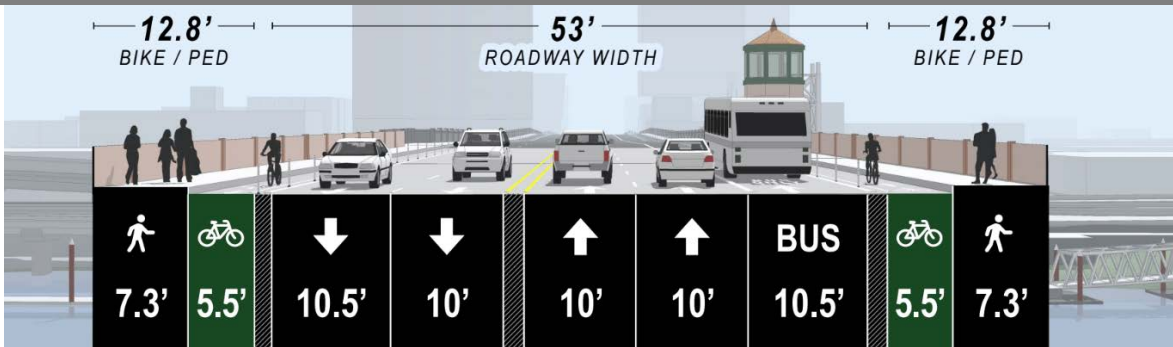
Project Cost Saving Measures



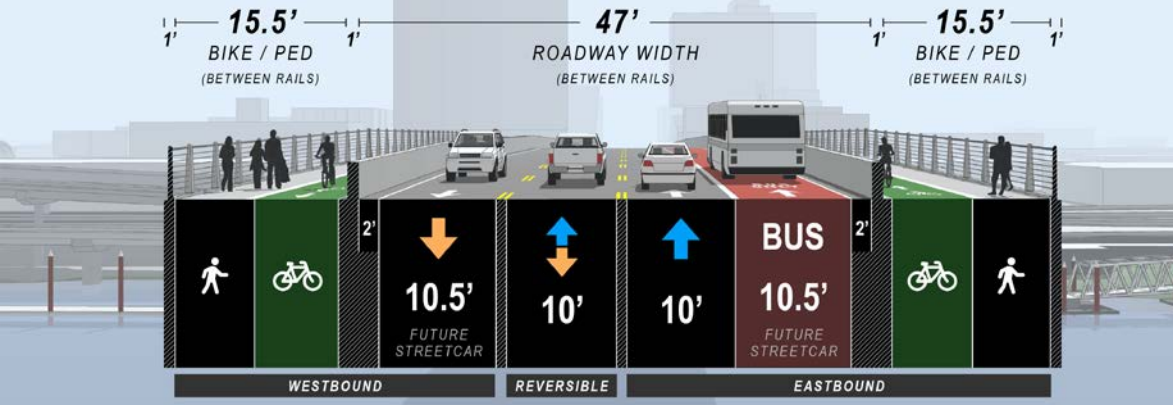
Bridge Cross Section

Moving some lane width to bike/ped facilities

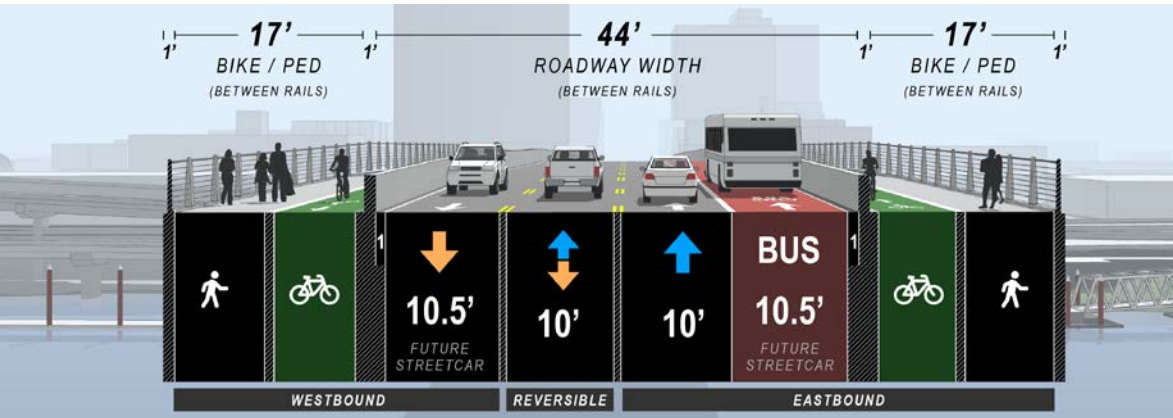
Existing Condition



15.5' Bike/Ped Space



17' Bike/Ped Space (Under consideration)



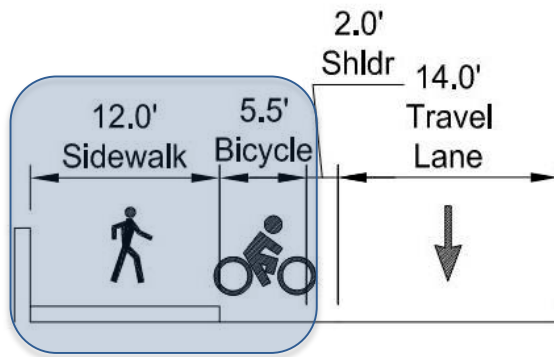
Proposed: Same overall width



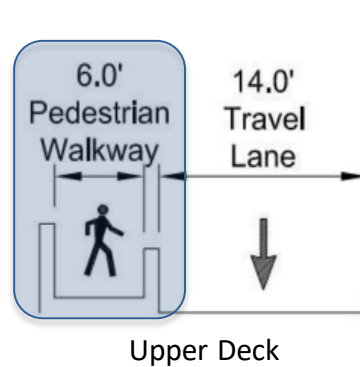
Bicycle and Pedestrian Space

Comparison to Other Existing Bridges

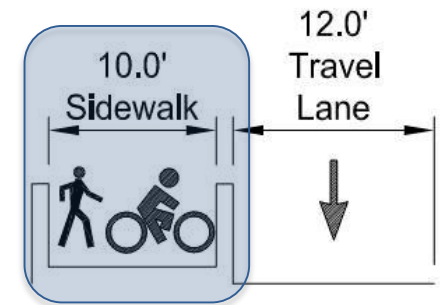
Sellwood Bridge



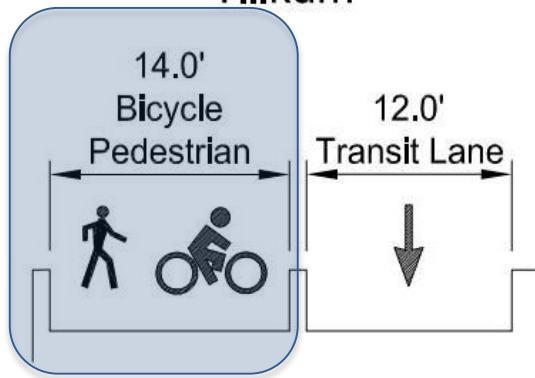
Steel Bridge



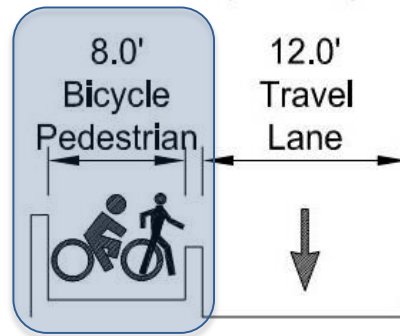
Morrison Bridge



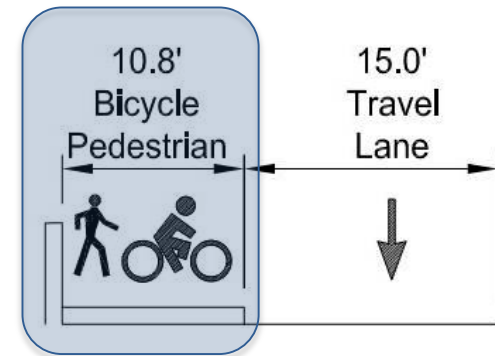
Tilikum



Broadway Bridge



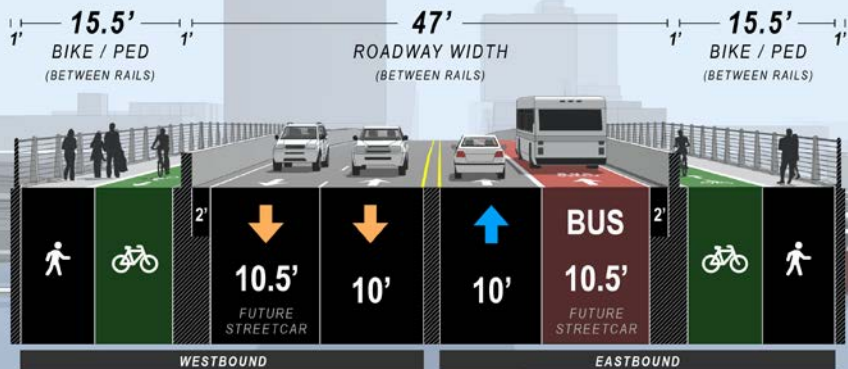
Hawthorne Bridge



4-Lane Traffic Configurations

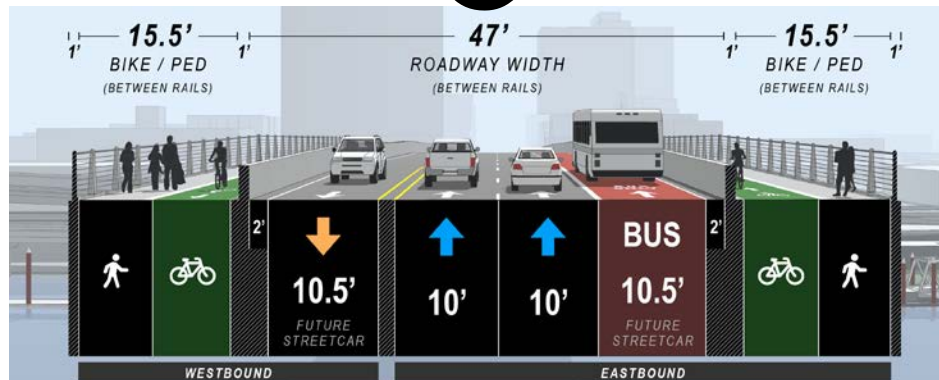
Lane Configuration is a PBOT decision

1



2 WB Lanes / 1 EB + 1 Bus Lane

2



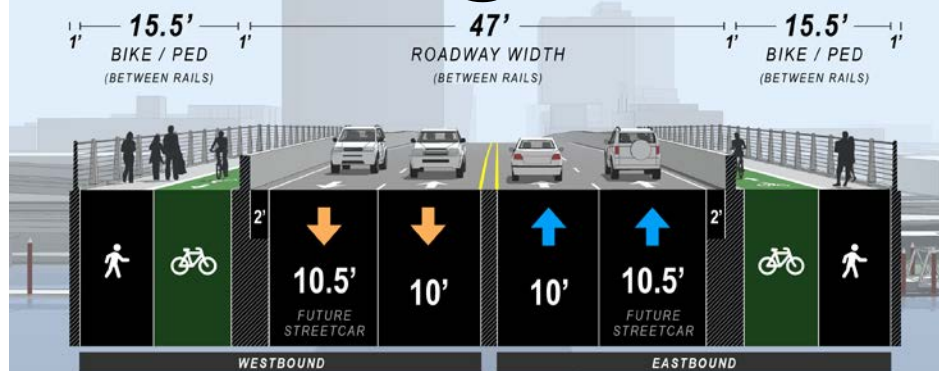
1 WB Lane / 2 EB + 1 Bus Lane

3



Reversible Lane

4



2 WB Lanes / 2 EB Lanes (Bus queue jump)



Connections to MAX & Esplanade

Existing Conditions

North & South Stairs to Skidmore Max Station



Owner: Multnomah County

South Stairs to Eastbank Esplanade



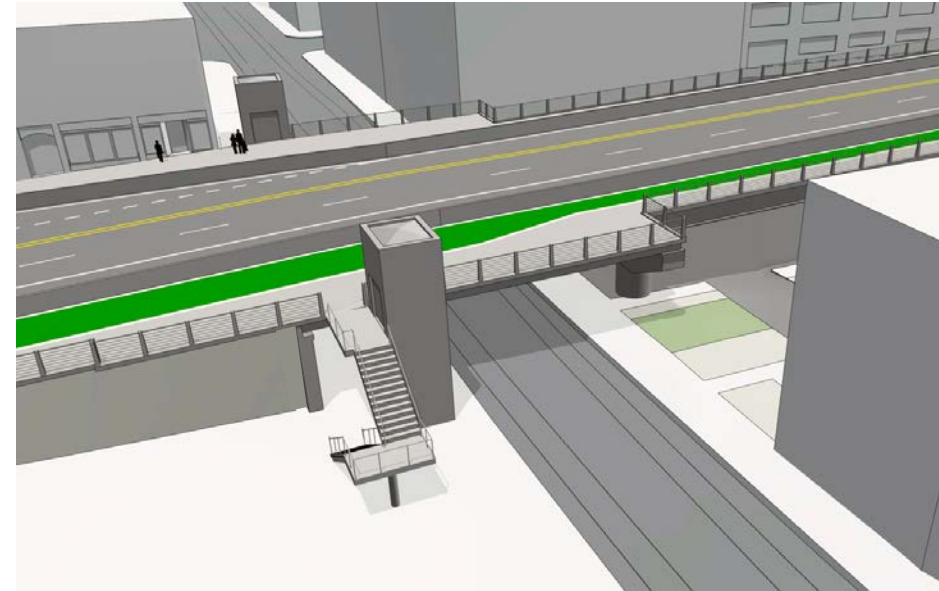
Owner: City of Portland



Connection to Skidmore Fountain MAX

West Approach: County to fund ADA compliant option

- **Stairs + Elevators**
- **Street network upgrades to improve routes from bridge to nearest bus/MAX stops on westside**



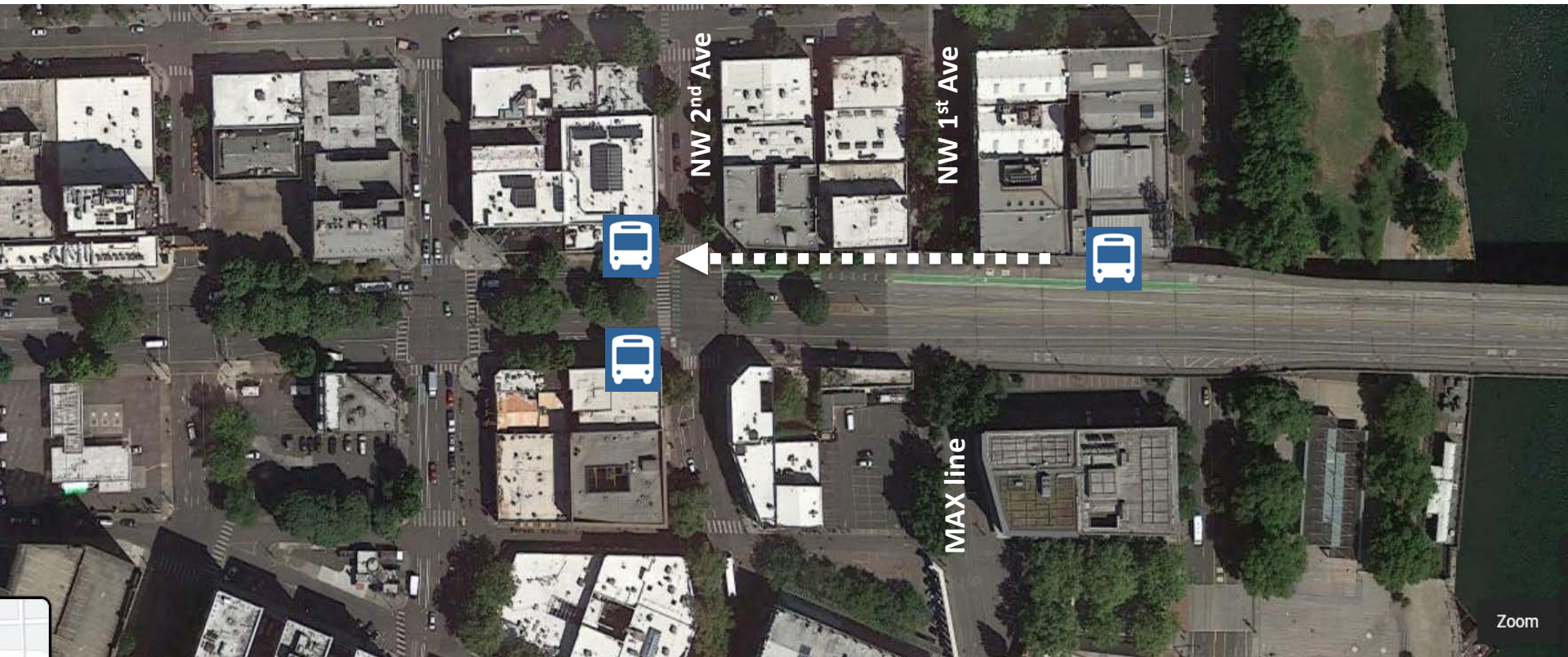
West Approach: Street Network Improvements



Connection to Skidmore MAX Station

New Consideration

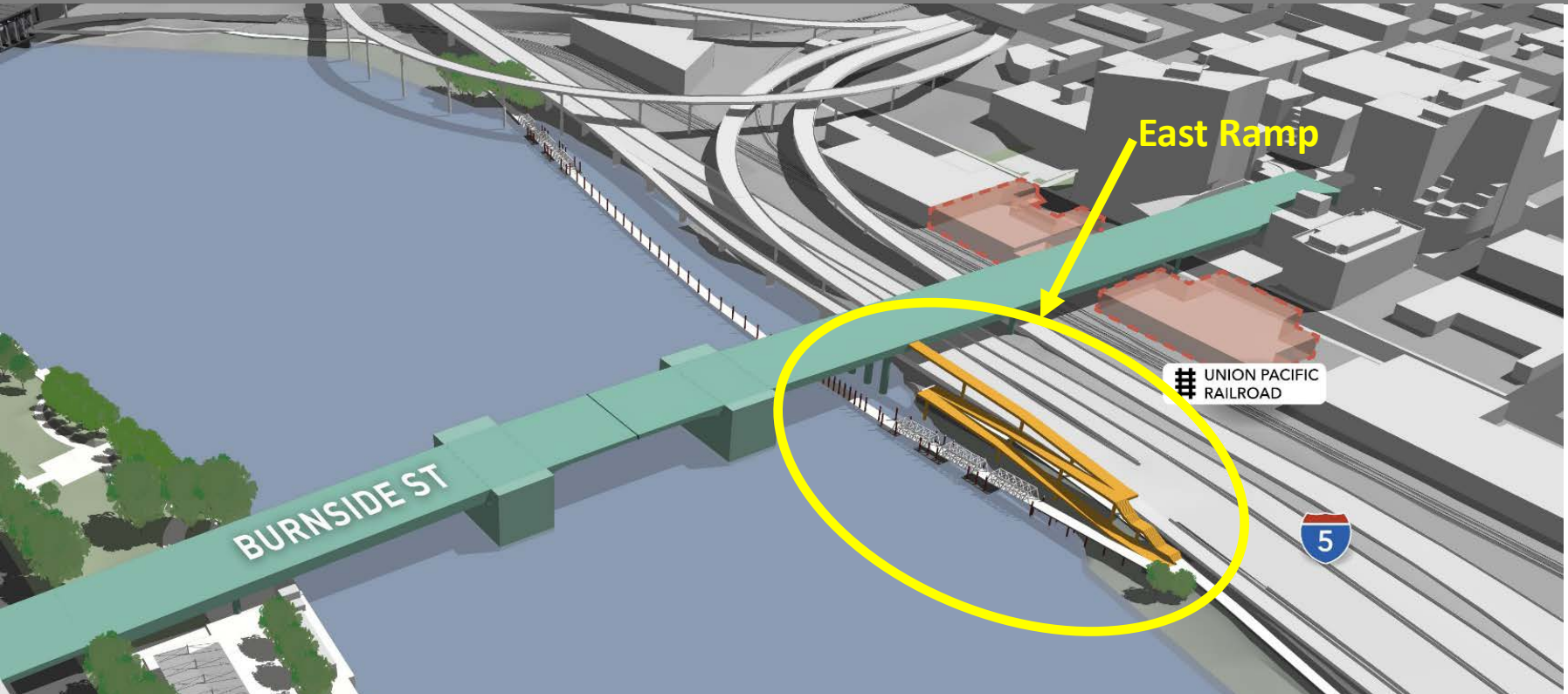
- Potential west approach bus stop relocation to NW 2nd Avenue
- TriMet to revisit closure of Skidmore MAX station in 2024 after studying ridership



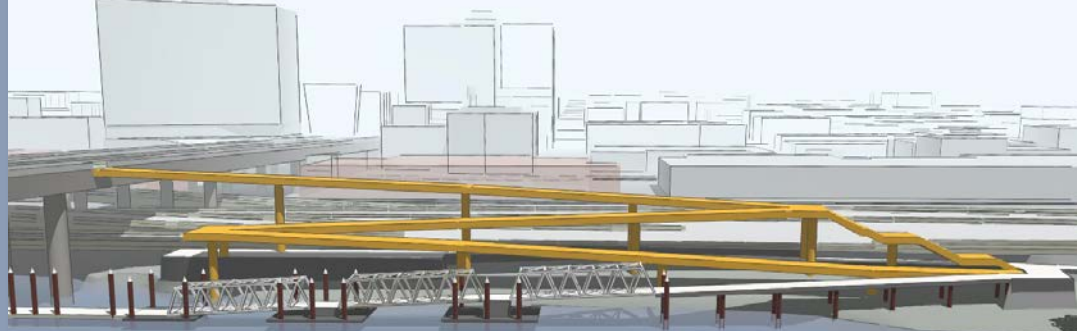
Connection to Eastbank Esplanade



Original Concept

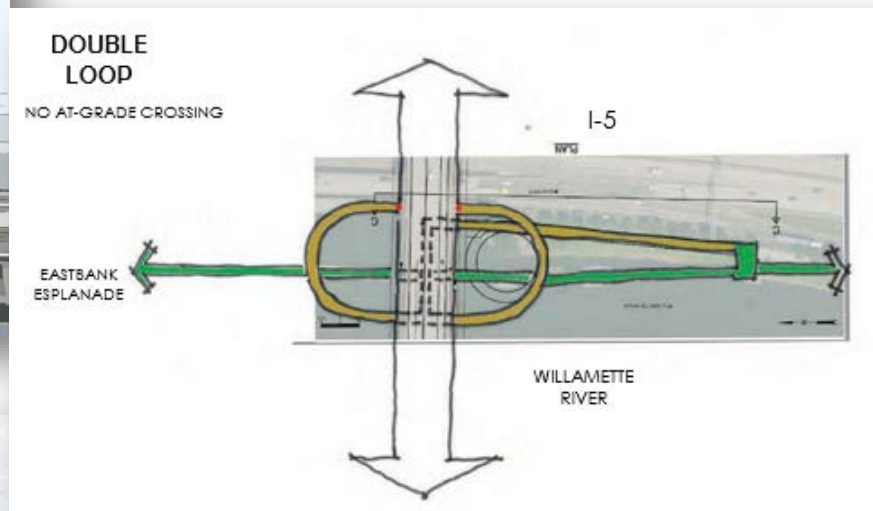
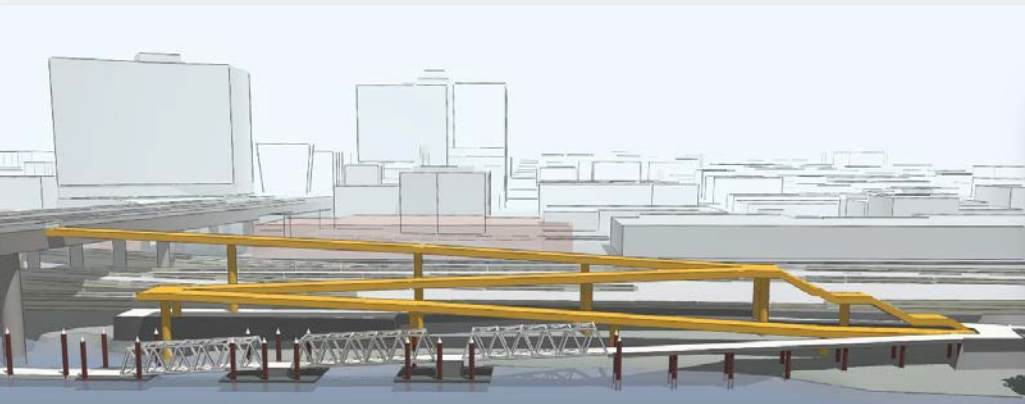


East Approach to Eastbank Esplanade (view towards east)



Connection to Eastbank Esplanade

Other options proposed (*needs additional funding for implementation*)



Connection to Eastbank Esplanade

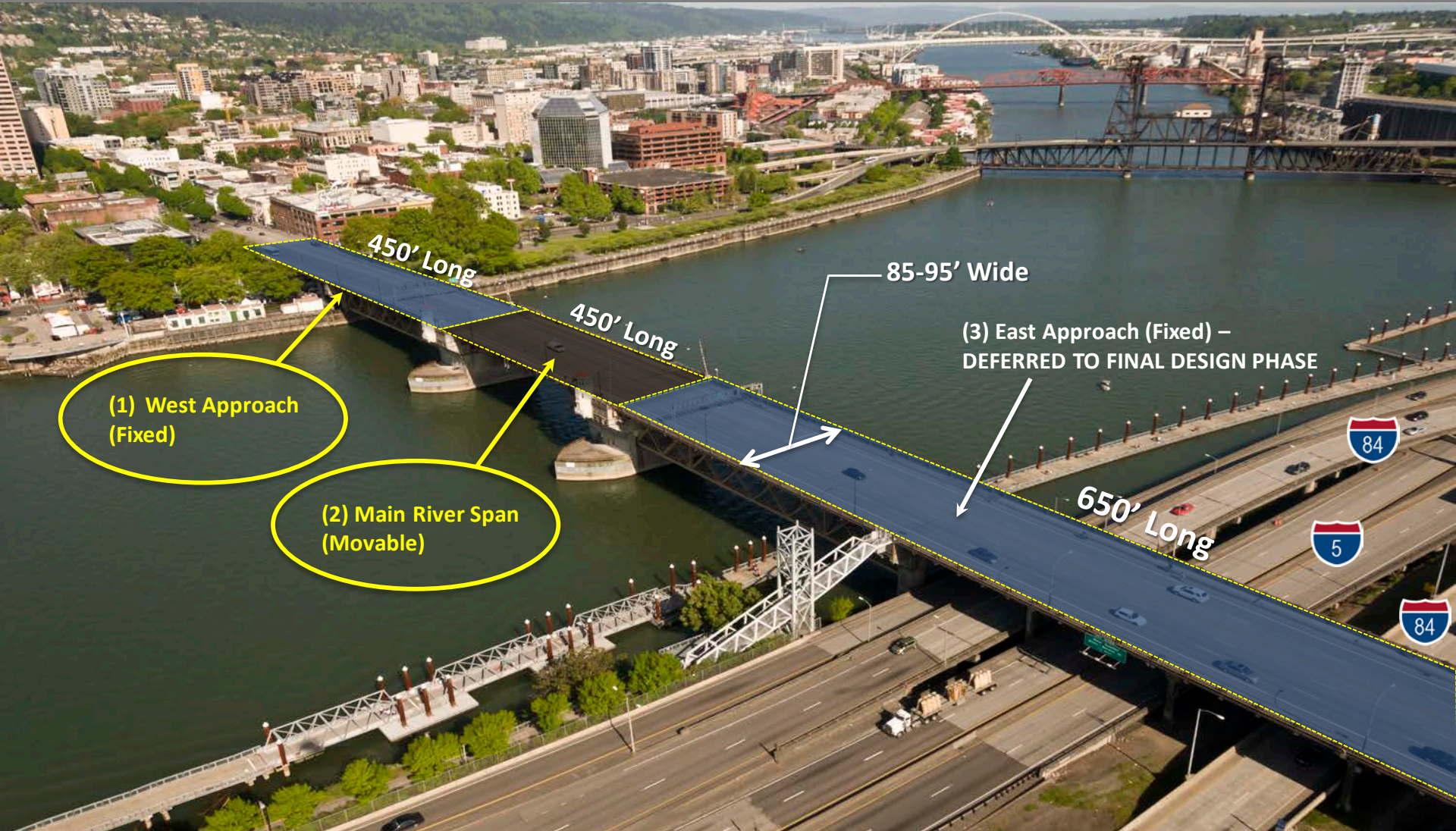
County Recommendation

- **Stairs + Elevators**



Preferred Alternative Refinements

“Three bridges in one”



(1) West Approach
(Fixed)

(2) Main River Span
(Movable)

450' Long

450' Long

85-95' Wide

(3) East Approach (Fixed) –
DEFERRED TO FINAL DESIGN PHASE

650' Long



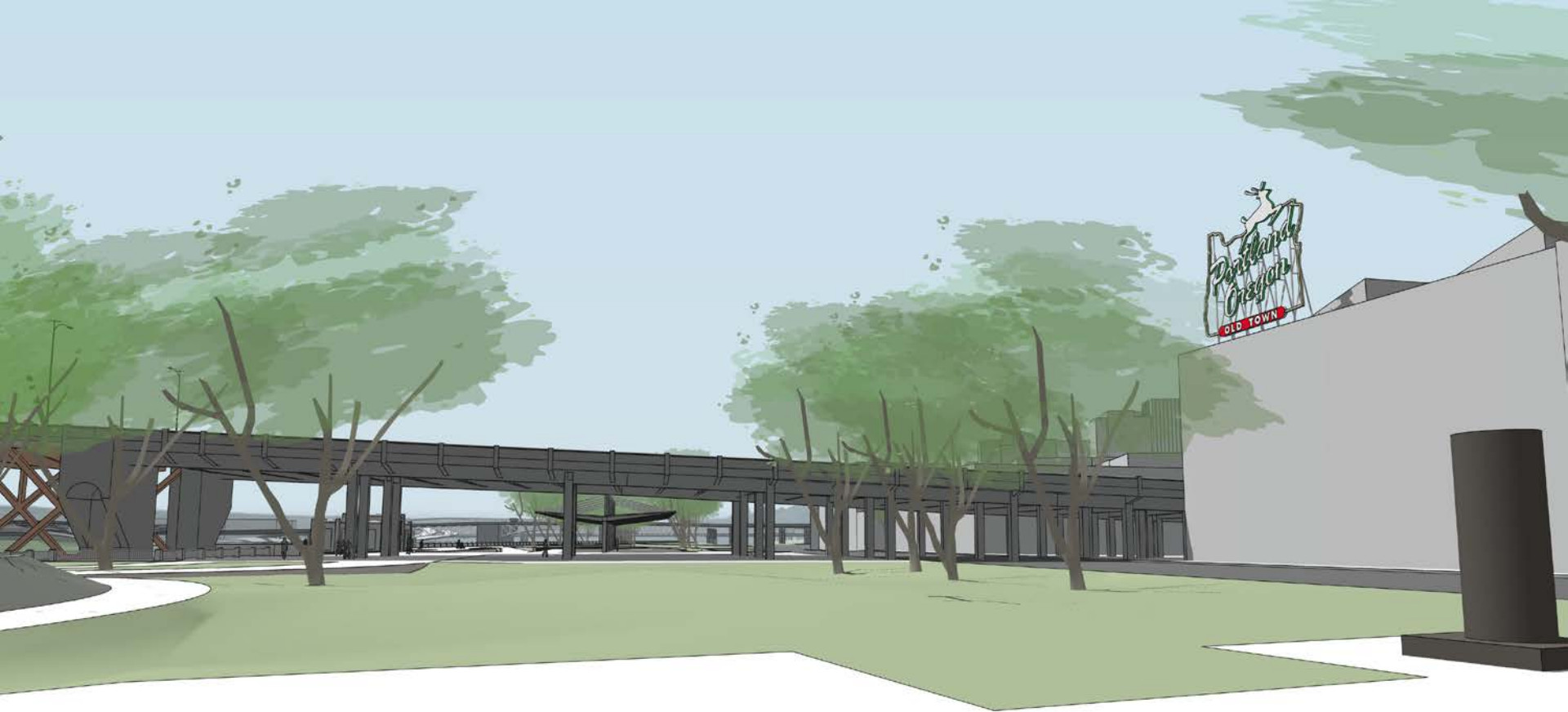
Long-span Approach Options in the DEIS

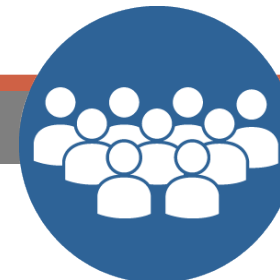
Replacement Long Span is the Recommended Preferred Alternative



West Approach

Existing Girder Bridge





West Approach Bridge Type

Assessment

- **Permitting Requirements**

- National Parks Service (Section 106 / 4(f) Feedback):

- Above deck elements in the West Approach create **an Adverse Effect** on the Skidmore / Old Town Historic District that is avoided with a girder concept

- Historic Landmarks Commission / Design Commission (DAR):

- Due to visual impacts to historic districts, Girder-styled west approach option **best meets zoning code and historic guidelines**
 - Preference for “**observable asymmetry**” due to distinct differences in urban fabric on west and east sides

- **Cost:**

- Modified girder option is **\$20-40M less expensive** than any above deck option



City of Portland
Historic Landmarks Commission
Design Commission

Design Advice Request

SUMMARY MEMO

Date: March 31, 2021

To: Heather Catron, HDR
Megan Neill, Multnomah County

From: Hillary Adam, Design Review
503-823-8953 | hillary.adam@portlandoregon.gov

Re: EA 21-007324 DA – Earthquake Ready Burnside Bridge – Bridge Type Selection (HLC)
EA 21-007685 DA – Earthquake Ready Burnside Bridge – Bridge Type Selection (DC)
Joint Design Advice Request Commission Summary Memo – March 4, 2021

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following is a summary of the comments provided by the Historic Landmarks Commission and the Design Commission at the March 4, 2021 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <https://efiles.portlandoregon.gov/Record/14393212/>.

These Historic Landmarks Commission and Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on March 4, 2021. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type 3 and Type 4 land use review process (which includes a land use review application, public notification and a Final Decision) must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your future Land Use Review Applications.

Encl:
Summary Memo

Cc: Historic Landmarks Commission
Design Commission
Respondents

FROM CONCEPT TO CONSTRUCTION

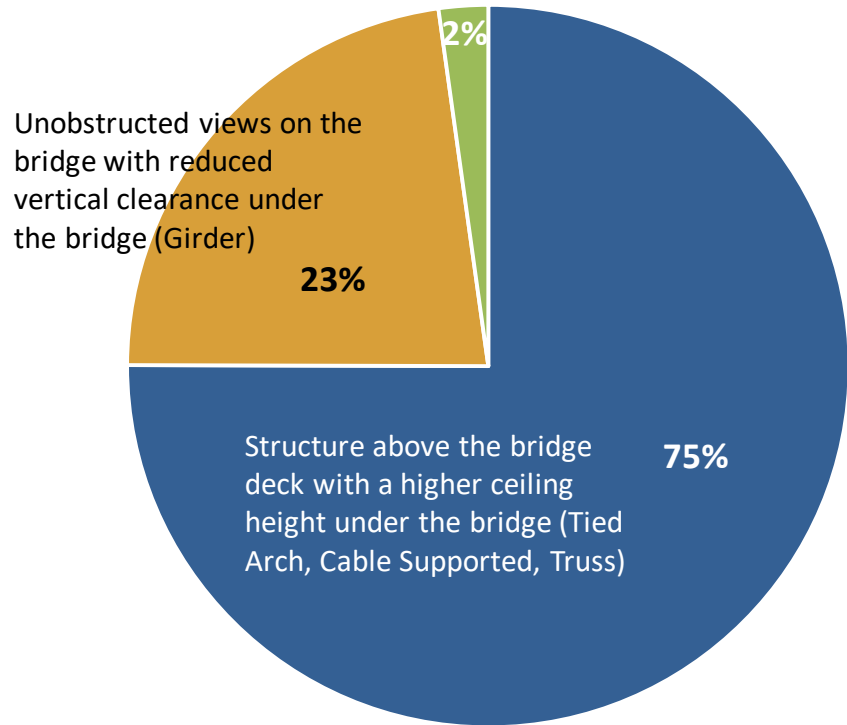
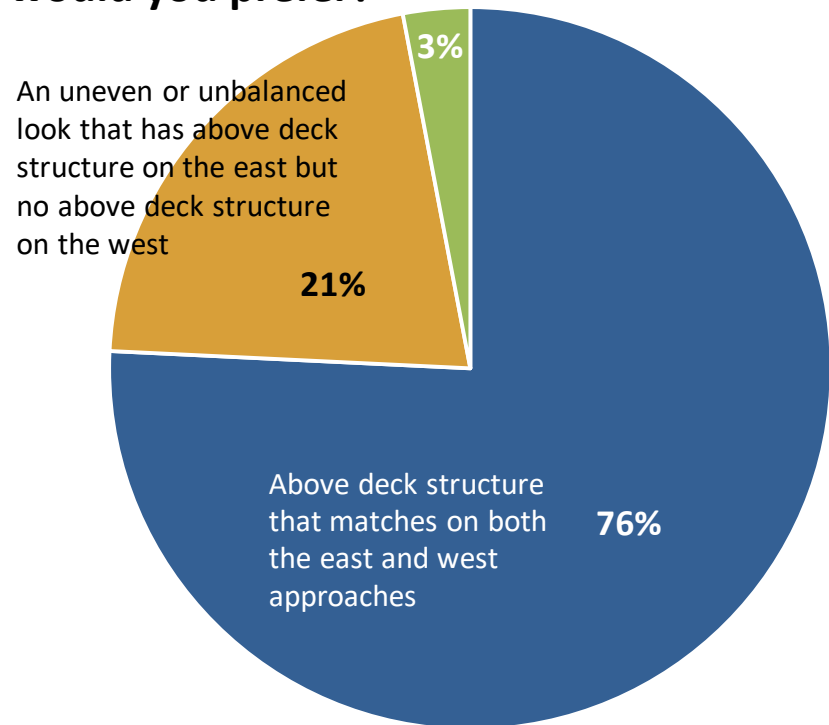


West Approach Bridge Type

Assessment

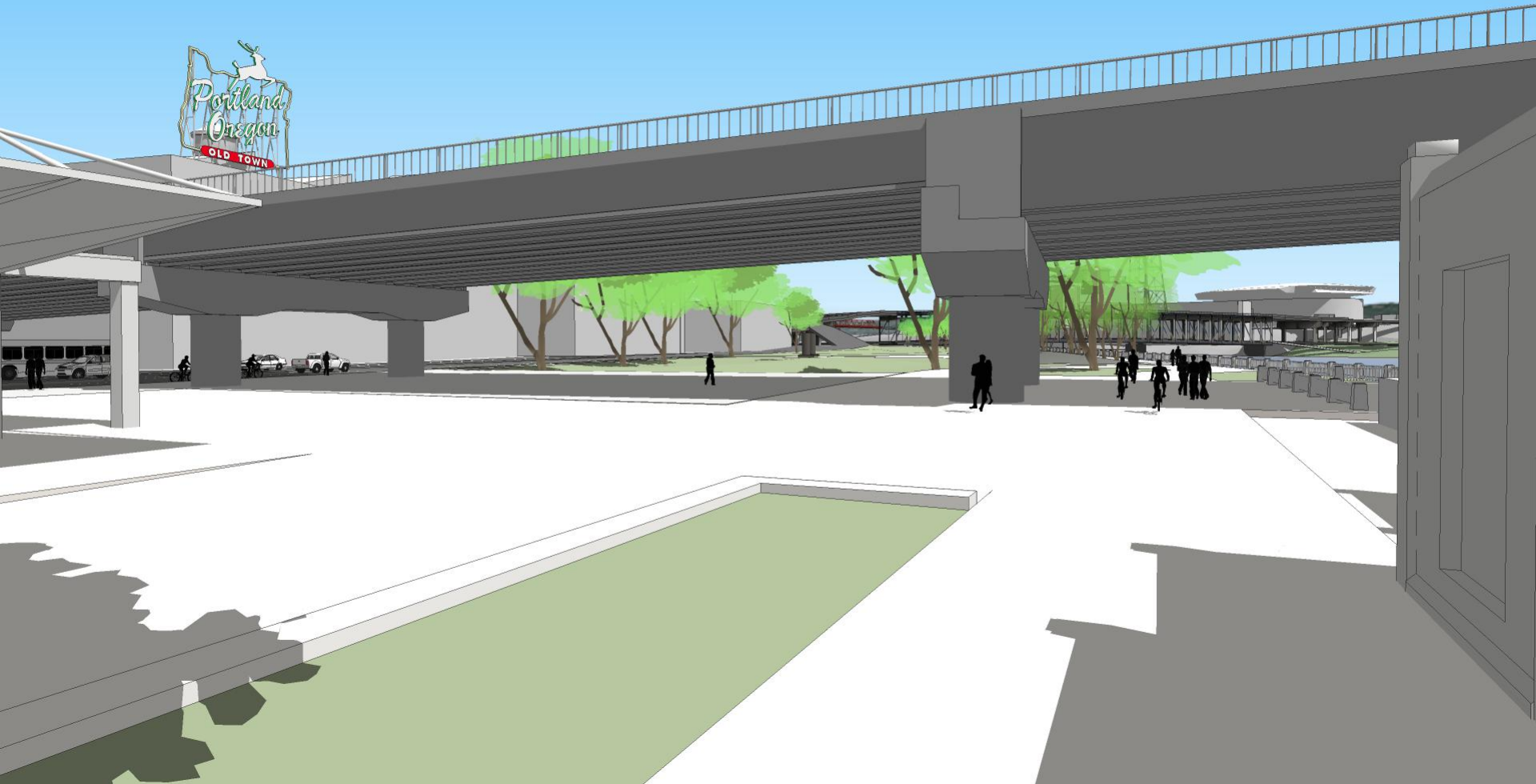
- Community Preferences (1,676 responses from early 2021):

QUESTION: For the WEST APPROACH SPAN, if you had to choose, which bridge type features would you prefer?



West Approach Bridge Type

County Recommendation: West Approach Girder for all Bridge Compositions



Existing Willamette River Bridges

Downtown Portland Area



1 Fremont Bridge



2 Broadway Bridge



3 Steel Bridge



4 Burnside Bridge



5 Morrison Bridge



6 Hawthorne Bridge



7 Marquam Bridge



8 Tilikum Crossing



9 Ross Island Bridge



Range of Bridge Types

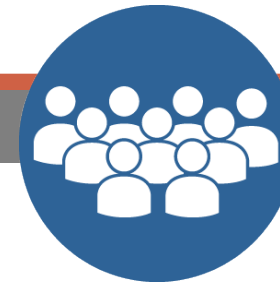
Movable Span

Lift



Bascule

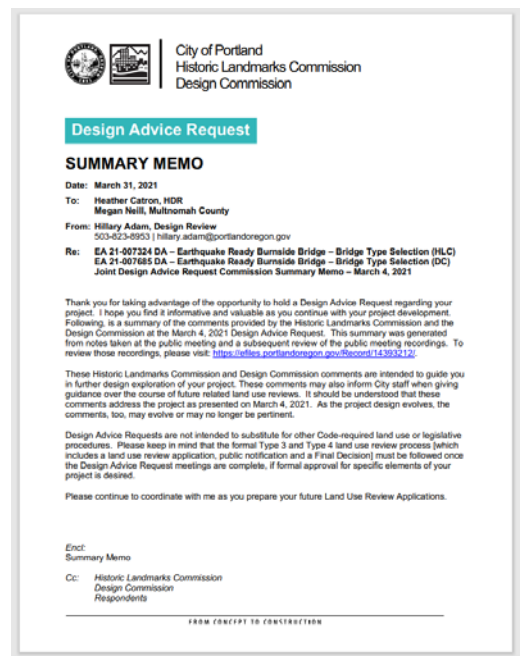




Movable Span Bridge Type

Assessment

- **Permitting Requirements**
 - National Parks Service (Section 106 / 4(f) Feedback):
 - NPS recommends the **bascule option to complement** the Skidmore / Old Town Historic District
 - Historic Landmarks Commission / Design Commission (DAR):
 - Bascule movable bridge option **minimizes impacts to views**
 - **Preference for “observable asymmetry”** due to distinct differences in urban fabric on west and east sides
 - East Approach Bridge Type Input:
 - Cable Supported option offers similar scale and visual cohesion to east side building heights
 - Cable Supported option offers more transparency
- **Cost:**
 - Bascule is **\$25-35M less expensive** than the Lift Option

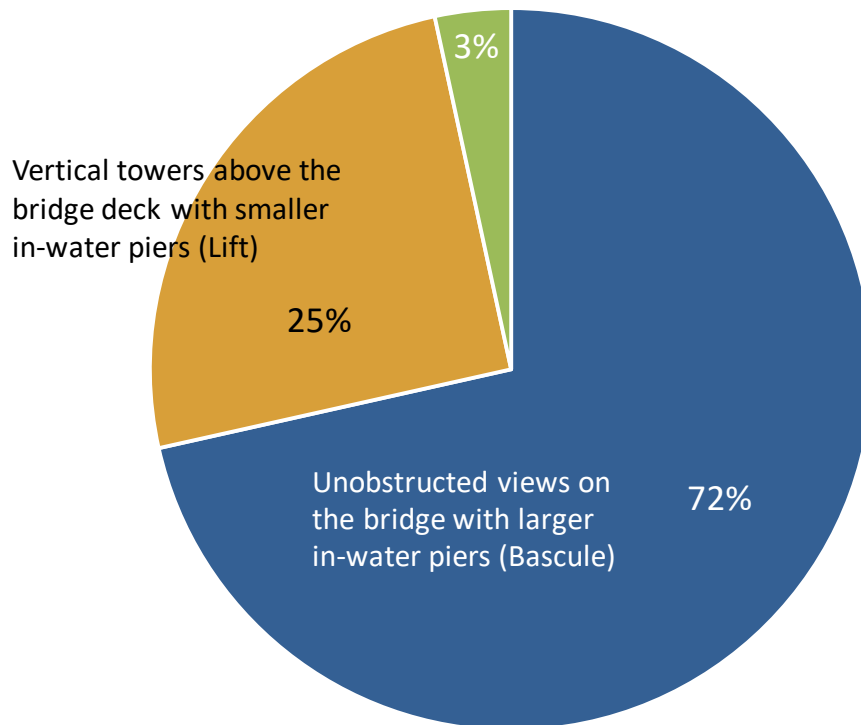


Movable Span Bridge Type

Assessment

- **Community Preferences** (1,676 responses from early 2021):

QUESTION: For the MOVABLE SPAN, if you had to choose, what would you prefer?



Type Selection Evaluation Criteria

Key Words and Phrases

1. Human Experience & Bridge Surroundings

- Clear views in all directions
- Bridge surface for public events
- Intrinsic gateway and a sense of arrival to and from bridge
- Enhanced on-bridge experience
- Enhanced in-water uses
- Connectivity with river from under / around the bridge
- Complements & responds to the character of the Old Town / Chinatown and Downtown neighborhoods
- Complements & responds to the character of Kerns and Buckman neighborhoods and Central Eastside Industrial District
- Complements and responds to the character of the existing Willamette River bridges, while being distinctive in its own right



Type Selection Evaluation Criteria

Key Words and Phrases

2. Overall Look and Feel of the Bridge

- Creates a look of balance, unity, and flow from multiple viewpoints
- Balance the desire for a minimized visual mass, especially in the river, while providing seismic stability and reliability
- Capture elements of the existing historic bridge
- Reflect the best practices in modern technologies, engineering, and architecture
- An identifiable beacon of safety, a landmark, and a destination within the city during the day and after dark
- Enhances the natural environment



Key Words and Phrases

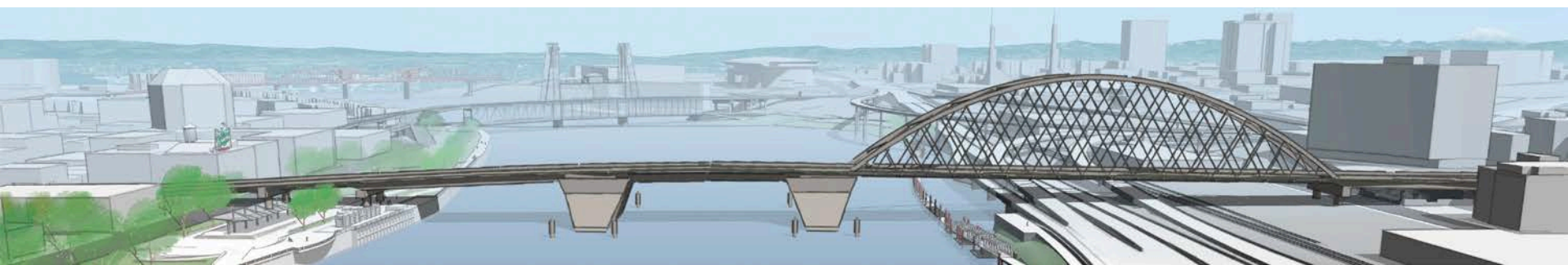
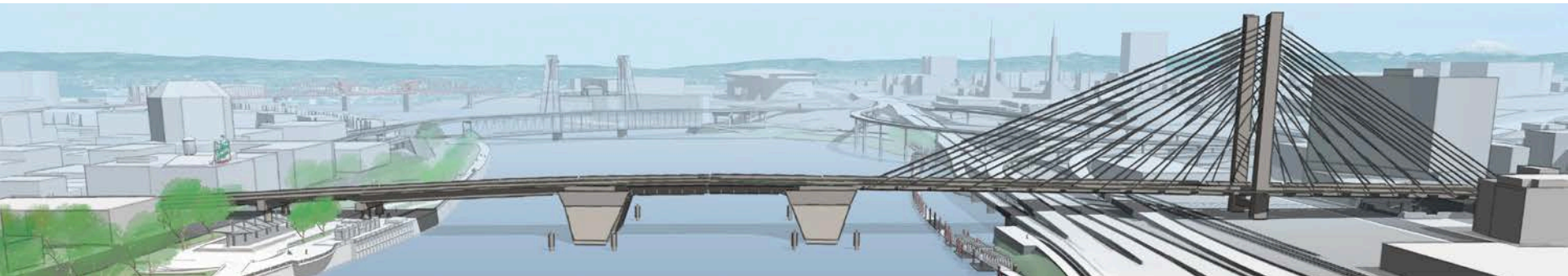
3. Cost and Construction Impacts to Users

- Minimize Total Project cost to plan, design, and construct the bridge
- Minimize long-term costs and support future needs after construction
- Minimize impacts to the traveling public and surrounding property owners / tenants during construction
- Minimize impacts to adjacent properties during construction



Range of Bridge Types

Bridge Composition Options



ENVIRONMENTAL REVIEW PHASE

Westside Span

Movable Span

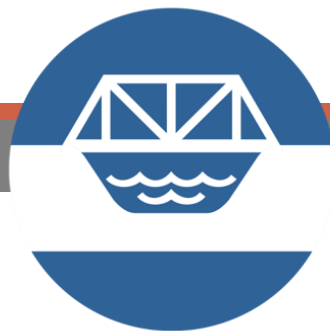
Data is available to make this recommendation now

FINAL DESIGN PHASE

Eastside Long Span

Data is not available to make this recommendation now





Bridge Composition: ***Basic Form Bridge Views***



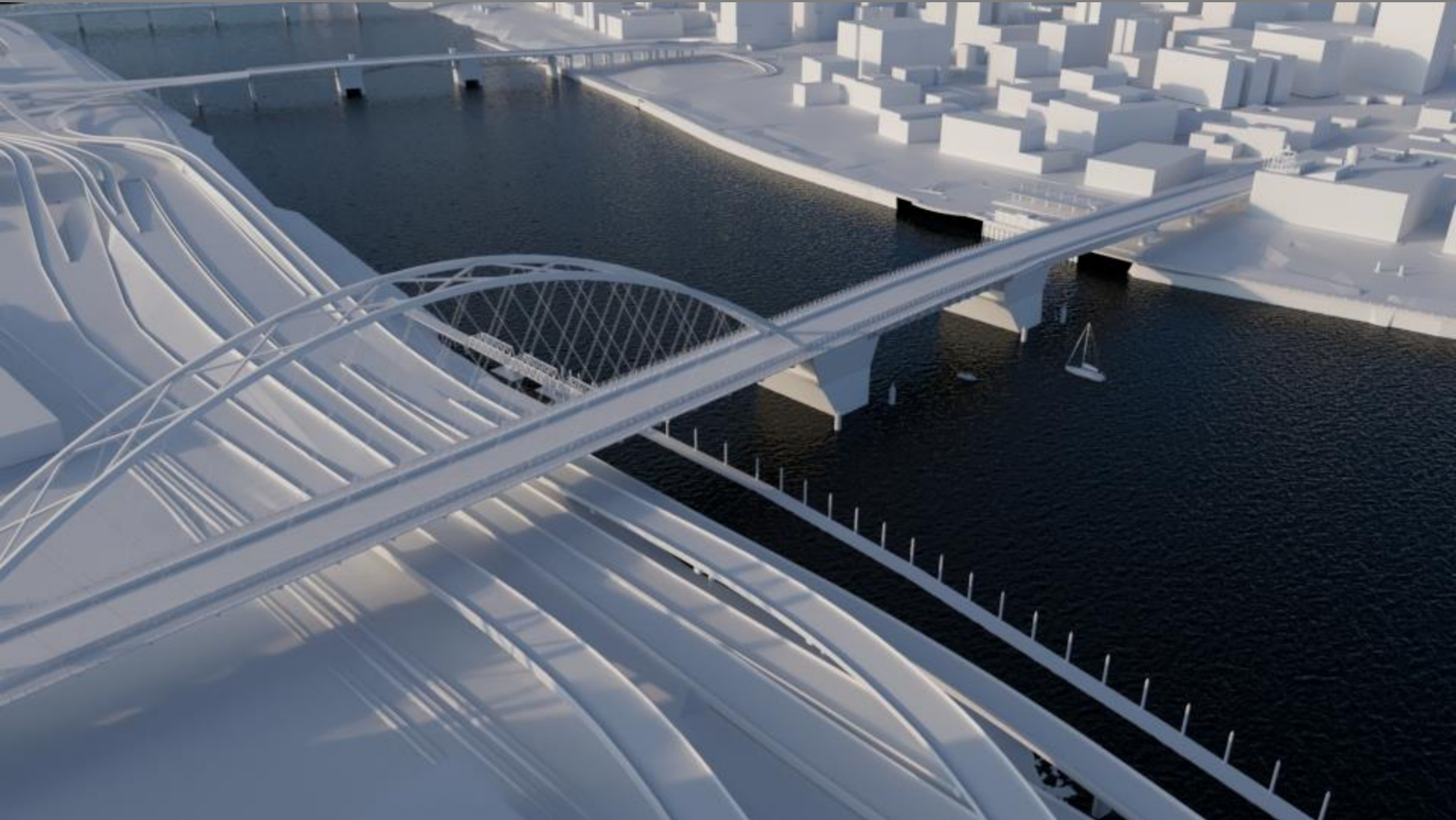
Movable Span Bridge Type

Overview – Existing Condition



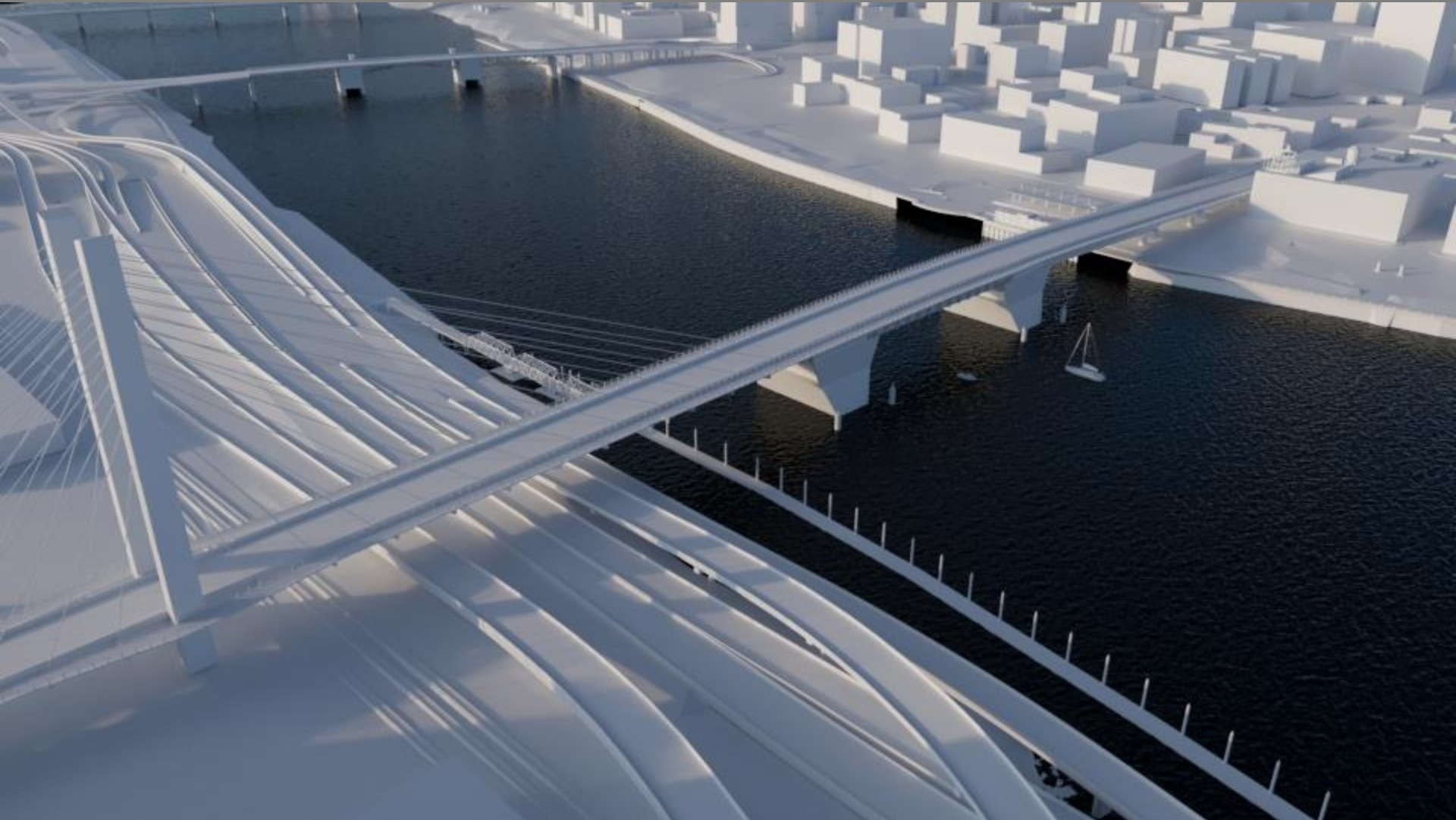
Movable Span Bridge Type

Overview – Tied Arch with Bascule



Movable Span Bridge Type

Overview – Cable Stayed with Bascule



Movable Span Bridge Type

View 1: Looking SW from Waterfront Park

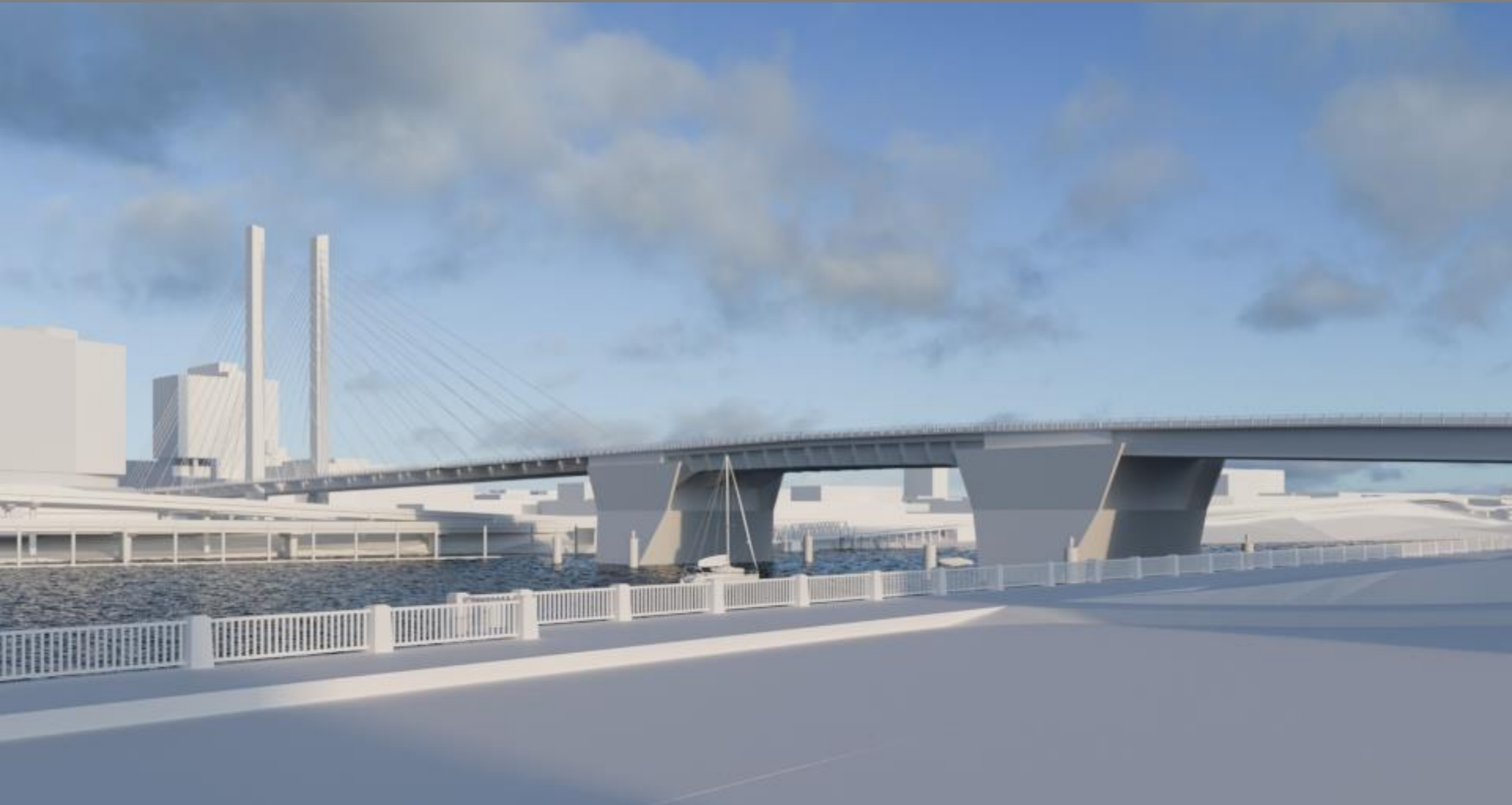


Tied Arch with Bascule



Movable Span Bridge Type

View 1: Looking SW from Waterfront Park

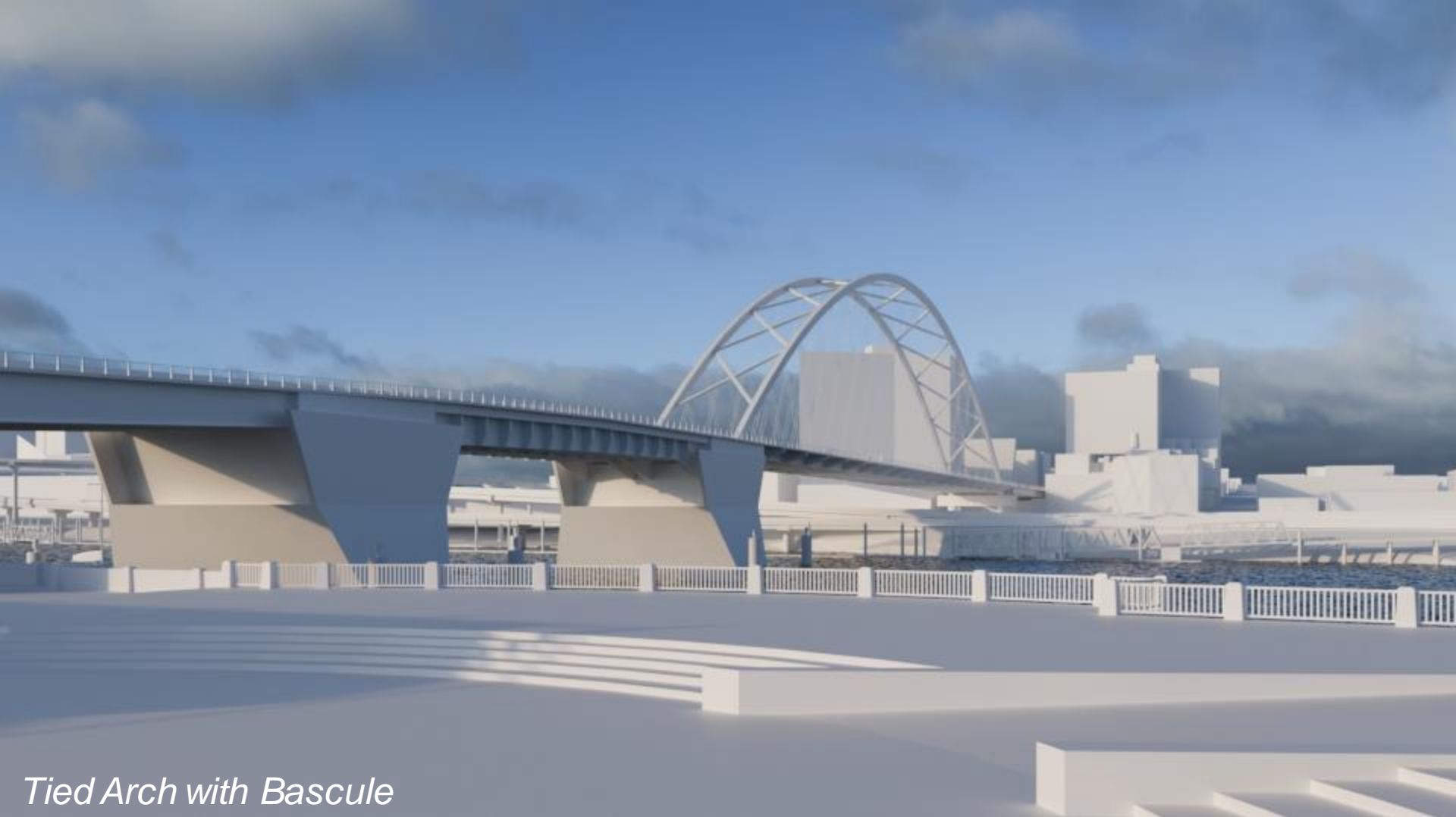


Cable Stayed with Bascule



Movable Span Bridge Type

View 2: Looking NE from Waterfront Park



Tied Arch with Bascule



Movable Span Bridge Type

View 2: Looking NE from Waterfront Park



Cable Stayed with Bascule



Movable Span Bridge Type

View 3: Looking North from I-5 ramp to Morrison Bridge



Tied Arch with Bascule



Movable Span Bridge Type

View 3: Looking North from I-5 ramp to Morrison Bridge



Cable Stayed with Bascule



Movable Span Bridge Type

View 4: Looking North from Morrison Bridge



Tied Arch with Bascule



Movable Span Bridge Type

View 4: Looking North from Morrison Bridge



Cable Stayed with Bascule

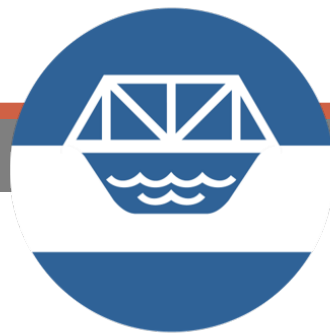


Summary Cost Saving Measures

Key Cost Saving Options being Considered

Topic Buckets	Cost Savings Item	Preliminary Cost Savings Range
1a. Bridge Specific	Girder vs Long Span (on West Approach)	\$20M to \$40M
	Cable Stayed vs Tied Arch (on East Approach)	TBD in Design Phase
	Lift vs Bascule (Movable Span)	\$25 to \$35M
1b. Bridge Width	Roadway reduced from 5 to 4 vehicle lanes	\$140 to \$165M
	Sidewalks / Bike lanes reduced from 20' to 15.5'	
3. ADA Connections to MAX / Esplanade	County to advance stairs, elevators, and sidewalk improvements into the Design Phase	-
4. Aesthetic Enhancements	Limit Aesthetics / Lighting / Urban Design / Landscaping	\$5M to \$10M





Next Steps



- **November / December 2021** – Share recommendations with public and seek community feedback (online open house and survey)
- **January Policy Group Meeting 2022** – Share community and CTF feedback and seek Policy Group approval and Mult Co BCC Revised PA adoption
- **March / April 2022** – Publication of Supplemental Draft EIS and public comment period
- **May 2022** – City Council to adopt Preferred Alternative (as part of the Metro RTP Update Process)
- **September 2022** – Final EIS and Record of Decision





Open Discussion and Questions



Thank you!

