



Briefing

DISCUSSION MEMO

Date: October 4, 2021
To: Portland Historic Landmarks Commission & Portland Design Commission
From: Hillary Adam, Design / Historic Review Team
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Re: Earthquake Ready Burnside Bridge – Potential Cost-Savings Measures Briefing – October 11, 2021

Attached is a presentation from Megan Neill, Multnomah County, regarding the upcoming presentation of the Earthquake Ready Burnside Bridge project – Potential Cost-Saving Measures to the Historic Landmarks Commission and Design Commission on October 11, 2021. The project team last visited both Commissions at another joint hearing in March 2021 for a very successful Design Advice Request to discuss Bridge Type Selection. The project team is moving forward with certainty on some aspects of the bridge while performing analysis on other aspects. Currently under consideration are potential ways to reduce project costs as the potential costs of the projects significantly exceed identified available funding sources; currently the County has secured \$300 million for a project that is estimated to cost between \$600-800 million.

The following graphic shows some of the cost considerations the County is considering.

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

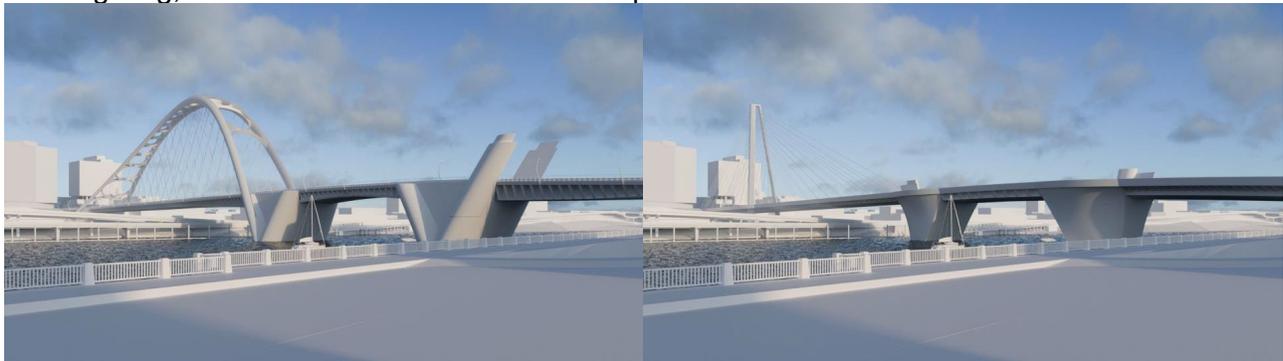
Multnomah County appears to have settled on moving forward with the girder option on the west approach, and the bascule appears to be a strong favorite for the movable span; however, all other options noted above are still heavily in consideration.

Because these remaining considerations have a direct impact to the quality of the public realm on, below, and adjacent to the bridge, staff believed it was important for the Commissions to provide

comments as to which values are most critical for consideration when weighing various cost-saving measures.

Some considerations that staff would appreciate feedback on are:

- Reducing the width of bridge saves money, but should that extra width be taken from vehicle lanes or bicycle and pedestrian paths? Or should neither be sacrificed? It is also staff's understanding that the future bridge will be designed to possibly accommodate streetcar in the future.
- Are stair and elevator connections to the west side MAX line and the Eastbank Esplanade sufficient? Or is it preferable to have a ramp connection to the Esplanade and a ramp or sidewalk connection at the west? Based on the information provided it is not clear if the long-term maintenance cost of the stair and elevator vs a ramp are included in the calculations.
- It is not yet clear what a reduction in aesthetics enhancements translates to; however, these may become more critical inclusions, depending on the basic design of the bridge. While not included in this packet, the project team has been working through possible "enhanced" designs for the east approach (copied below). It is not yet clear if there will be added costs for any designs beyond the basic forms of the tied-arch and cable-stayed (represented toward the end of the attached presentation); however, it seems likely the enhanced designs will add cost. To that end, how critical is it that the form of the bridge be enhanced with creative engineering, lighting, and/or material treatments as compared to other cost considerations noted above?



The Planning and Sustainability (PSC) has provided a letter to City Council in response to some of these cost saving considerations. Please review their letter (attached). With a view toward the City's goals on climate, equity, and accessibility, the PSC noted the noted following priorities:

- The widest possible bike/ped path for each direction, even if that means narrowing the bridge space for vehicles.
- A ramp connection(s) designed for all users from the bridge to the Eastbank Esplanade and using existing sidewalks with recommended accessibility improvements as the westside connection to Skidmore or Old Town destinations.
- Minimal or no delays to transit service in the westbound direction.

Staff notes that upon the adoption of the recent code changes to 33.420 (Design overlay zone), the portion of the bridge outside of the Skidmore Old Town Historic District is no longer subject to Design Review. Therefore, Design Commission input is vital at these Briefing opportunities.

Please contact me with any questions.

Enclosed:

Presentation from Multnomah County

PSC letter to City Council

March 4 Joint DAR Summary