
Welcome

Community Design Advisory Group

Meeting #6

Multnomah County Department of Community Services Transportation Division

May 30, 2024

All CDAG meetings are live-streamed, recorded and available to the public.

Multnomah County

EARTHQUAKE READY BURNSIDE BRIDGE

Agenda

1. Welcome & Opening Remarks
2. Introductions & Housekeeping
3. Review Updated Workplan
4. Review Design Status – County Screening Process
5. Review Range of Bridge Type Options
6. Questions/Discussions
7. Public Comment Period
8. Next Steps & Closing Remarks

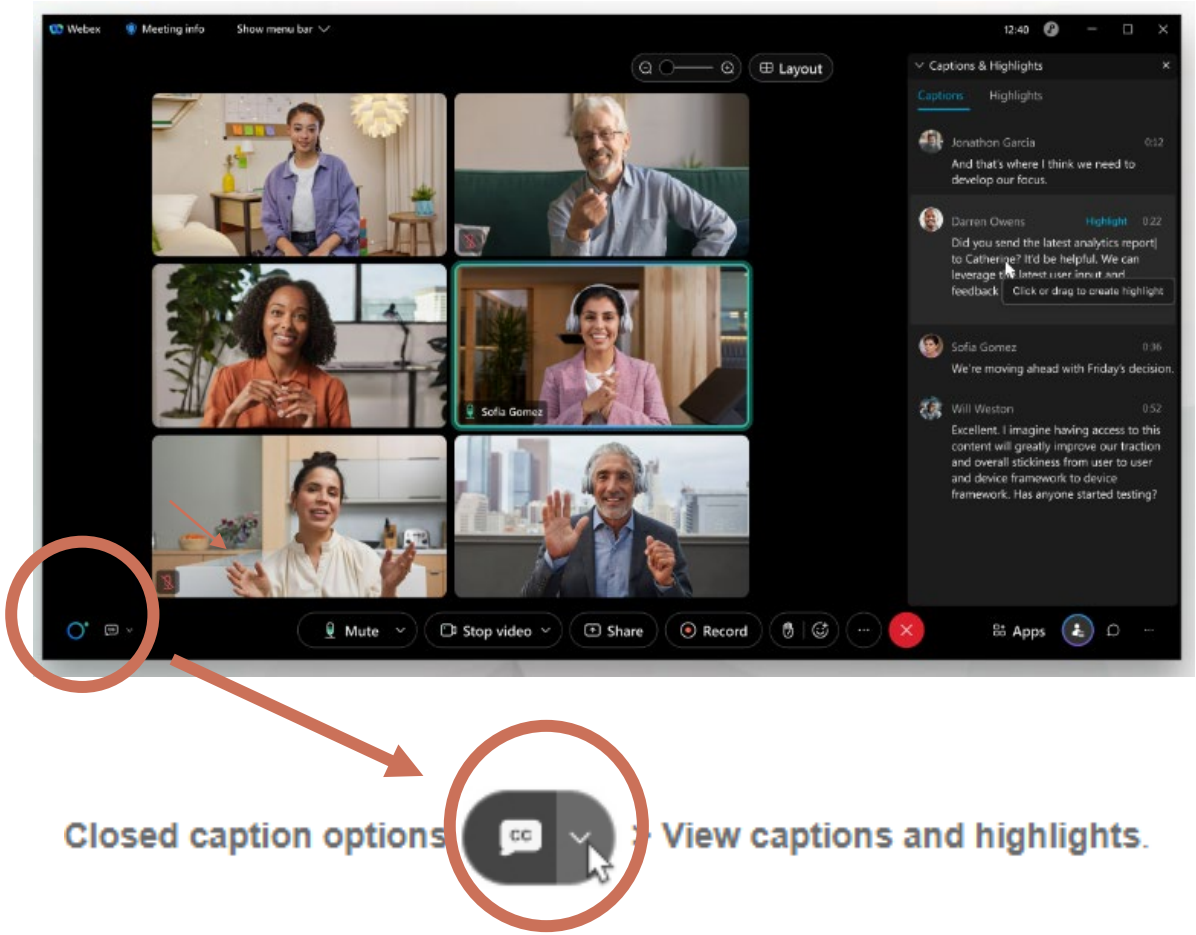
Housekeeping

Virtual Participation Tips

Closed captions in English are available in Webex and YouTube

1. In the bottom menu select "CC" or "closed captioning"
2. Select "view captioning and highlights"

Submit questions for response to burnsidebridge@multco.us



Public Input Instructions

Public comments are welcomed as part of each CDAG meeting and can be shared in several ways:

- **In-Person Verbal Comments:** Attend and comment in-person at Multnomah Building (Board Room, 1st Floor) - 501 SE Hawthorne Blvd, Portland, OR, 97214. Sign-up for comment at the sign-in table.
- **Virtual Verbal Comments:** Request link to provide virtual comments 24 hours before the meeting by sending an email with subject line "CDAG Comments" to: burnsidebridge@multco.us. A project team member will contact you with instructions.
- **Written Comments:** Send an email to be included in the groups meeting packet 48 hours before the meeting by sending an email with subject line "CDAG Comments" to: burnsidebridge@multco.us.

Housekeeping

SAFETY BRIEFING & MEETING PROTOCOLS

Safety

- Evacuation location: Parking lot on the SE corner of 6th and Hawthorne (cross at light at SE 7th Ave)
- Emergency exits
- Restrooms outside the door

Meeting Protocols

- Question or comment: raise your hand or turn your table tent on the short end
- Speak clearly and toward the microphones
- Limit multitasking, side conversations and noise that could be picked up by the microphones
- All meetings are live to the public and recorded

Housekeeping

MEETING PROTOCOLS

- **Be curious** and willing to learn.
- **Ask questions t**o gain clarity and understanding.
- Express **preferences, interests, and outcomes** you wish to achieve.
- **Listen respectfully** to understand the needs and interests of others.
- Be **concise with comments and questions**.
- Focus on the **scope of the discussion**.
- **Attend all meetings** in a timely manner.
- Respect the **role of the facilitator** to guide the group process.
- Seek **common ground**.

EARTHQUAKE READY BURNSIDE BRIDGE

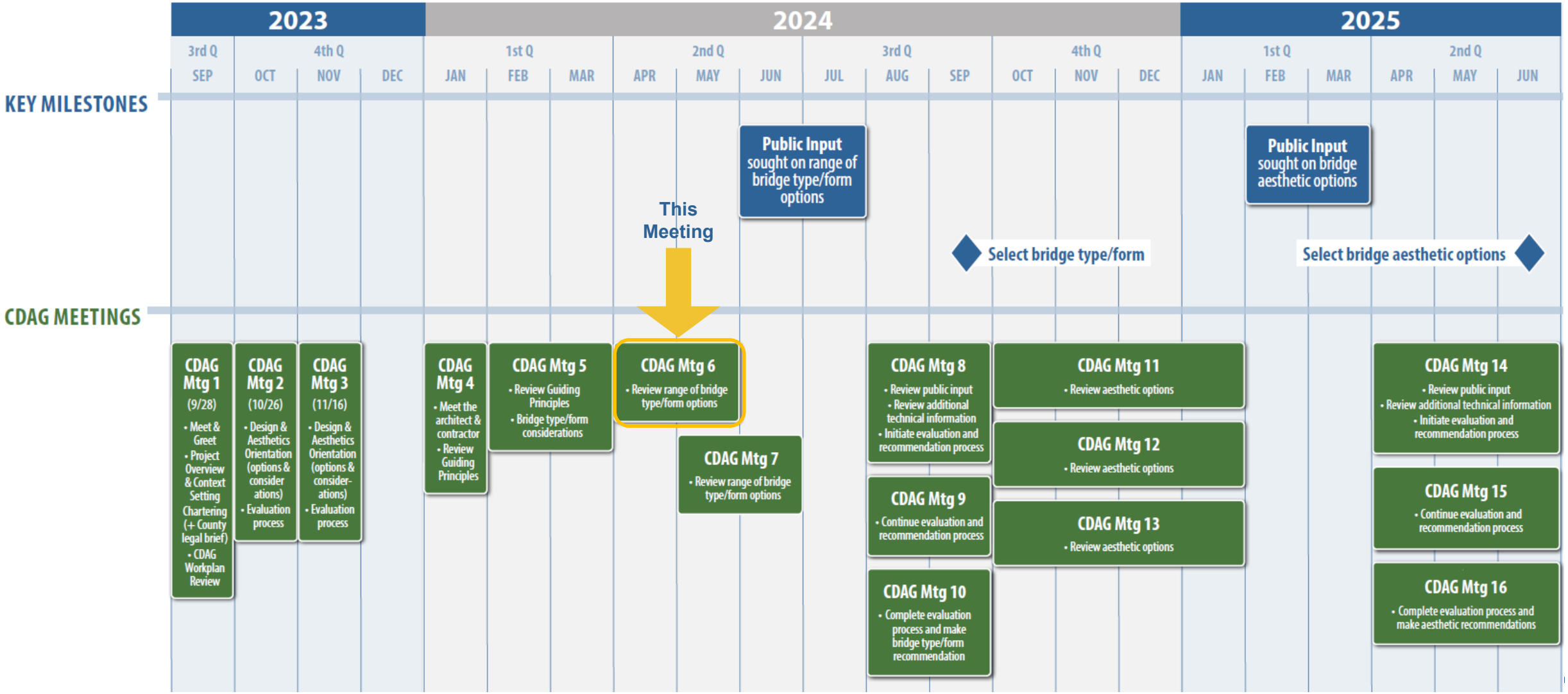
Introductions & Roll Call

- **Aaron Whelton,** *Portland State University*
- **Anthony Jackson,** *Community Member*
- **Brian P. Kimura,** *Japanese American Museum of Oregon*
- **Carol Gosset,** *Oregon Museum of Science & Industry*
- **Erik Swenson,** *Portland Saturday Market*
- **Fred Cooper,** *Laurelhurst Neighborhood Association & Native American Youth and Family Center*
- **Gabe Rahe,** *Burnside Skatepark*
- **Guenevere Millius,** *Sunnyside Neighborhood Association*
- **Ian Sieren,** *Community Member*
- **Jackie Tate**, *Community Member*
- **Jason Halstead,** *Community Member*
- **Neil Jensen,** *Gresham Chamber of Commerce*
- **Paddy Tillett,** *Architect/Design Professional*
- **Patrick Sullivan,** *SERA Architects*
- **Robert Hastings,** *Willamette Light Brigade*
- **Sarah Lazzaro,** *Community Member*
- **Sharon Wood Wortman,** *Historian*
- **Ed Wortman,** *Community Member*
- **Susan Lindsay,** *Buckman Neighborhood Association*
- **Valerie Schiller,** *Multnomah County Bike/Ped Citizen Advisory Committee*
- **Todd DeNeffe,** *Central Eastside Industrial Council*

Workplan

EARTHQUAKE READY BURNSIDE BRIDGE

Workplan

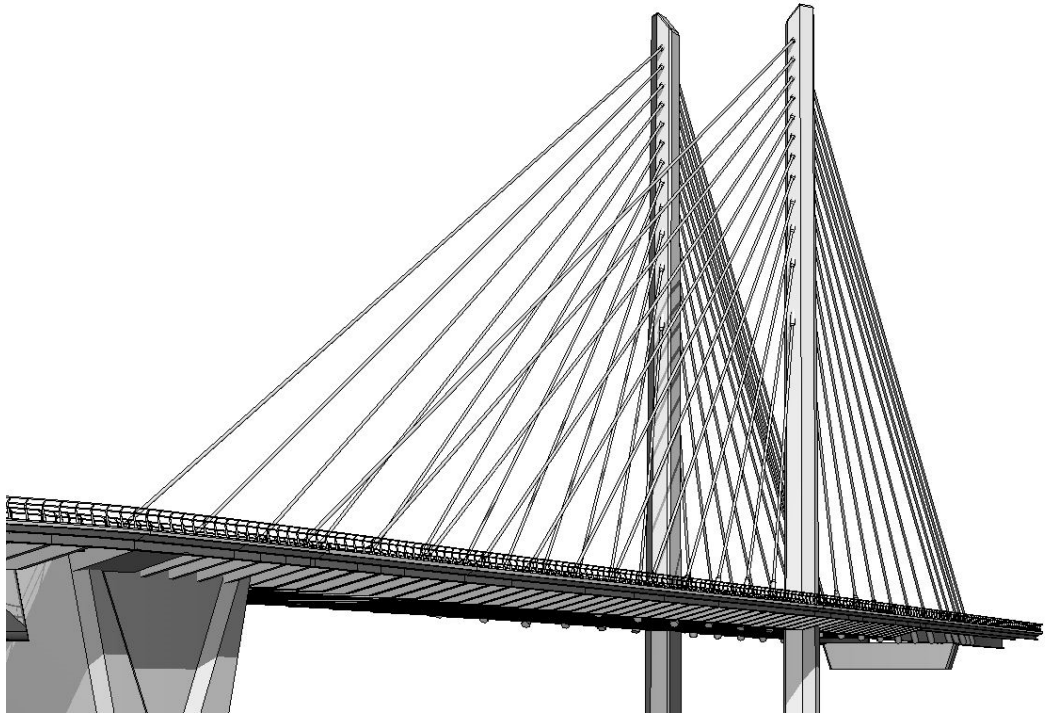


County Screening Process

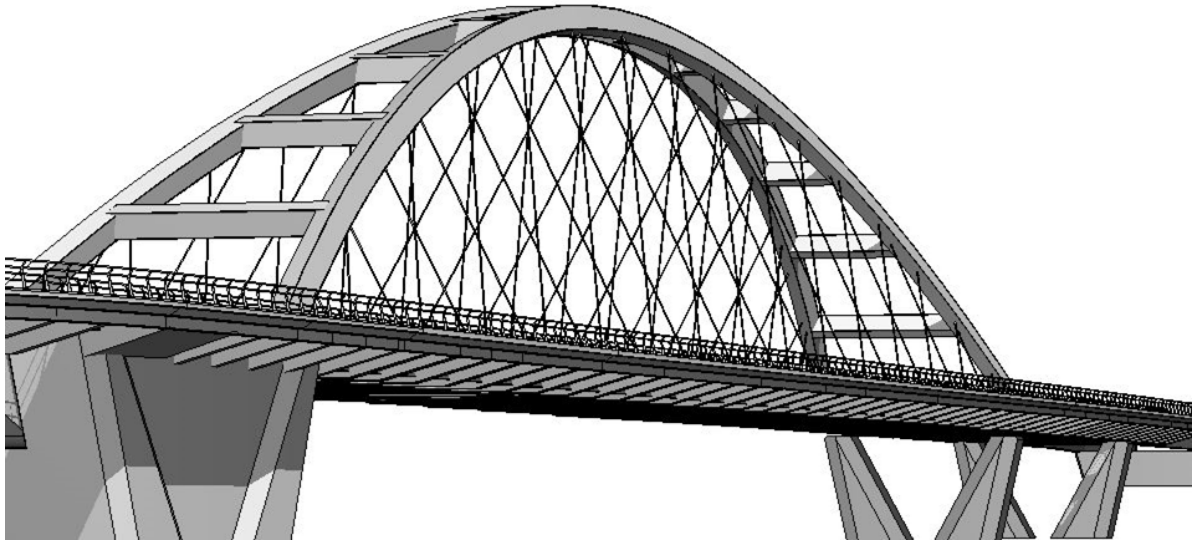
EARTHQUAKE READY BURNSIDE BRIDGE

Baseline Options

Comparison of architectural concepts to Baseline NEPA Options



Cable Stayed // Goal Posts



Tied Arch // Braced Basket Handle (570ft)

EARTHQUAKE READY BURNSIDE BRIDGE

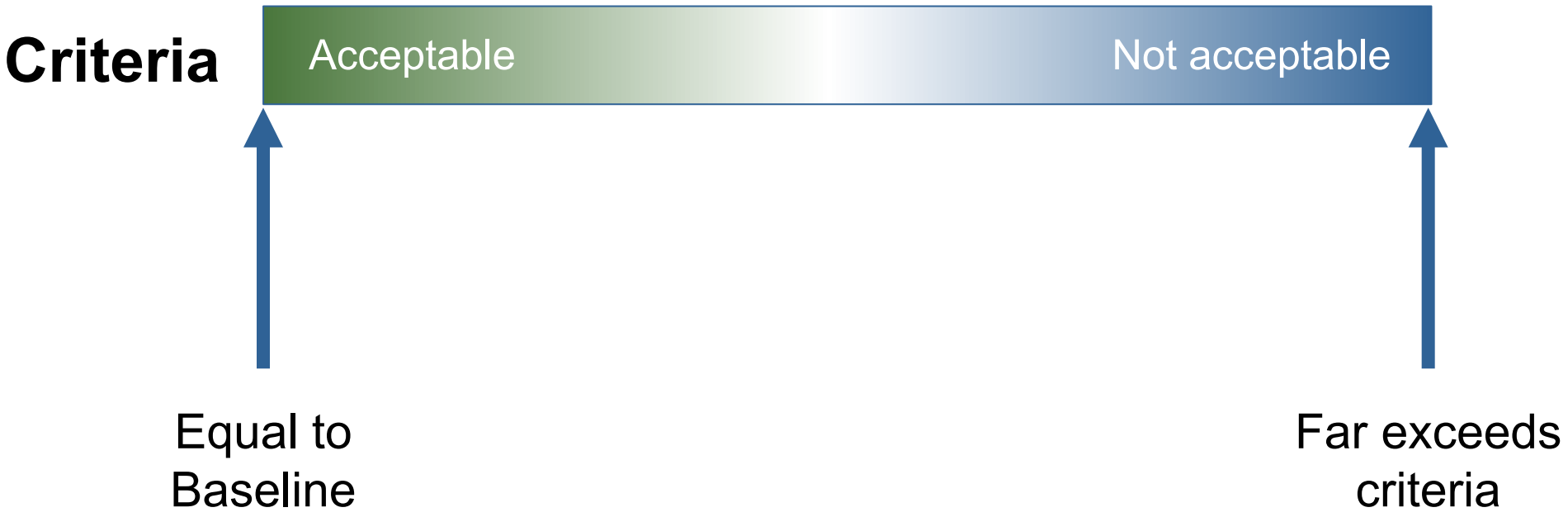
Screening Criteria

Compared to the baseline options…

Cost	A difference of more than ~$50 million
Schedule	A difference of more than ~6 months
Constructability	Significant increase in challenges (e.g. larger equipment, unique materials, heavier falsework, etc.)
Impacts	Significantly greater impacts to adjacent stakeholders and ROW
Risk	Significantly greater risks (e.g. risk of fabrication delays)

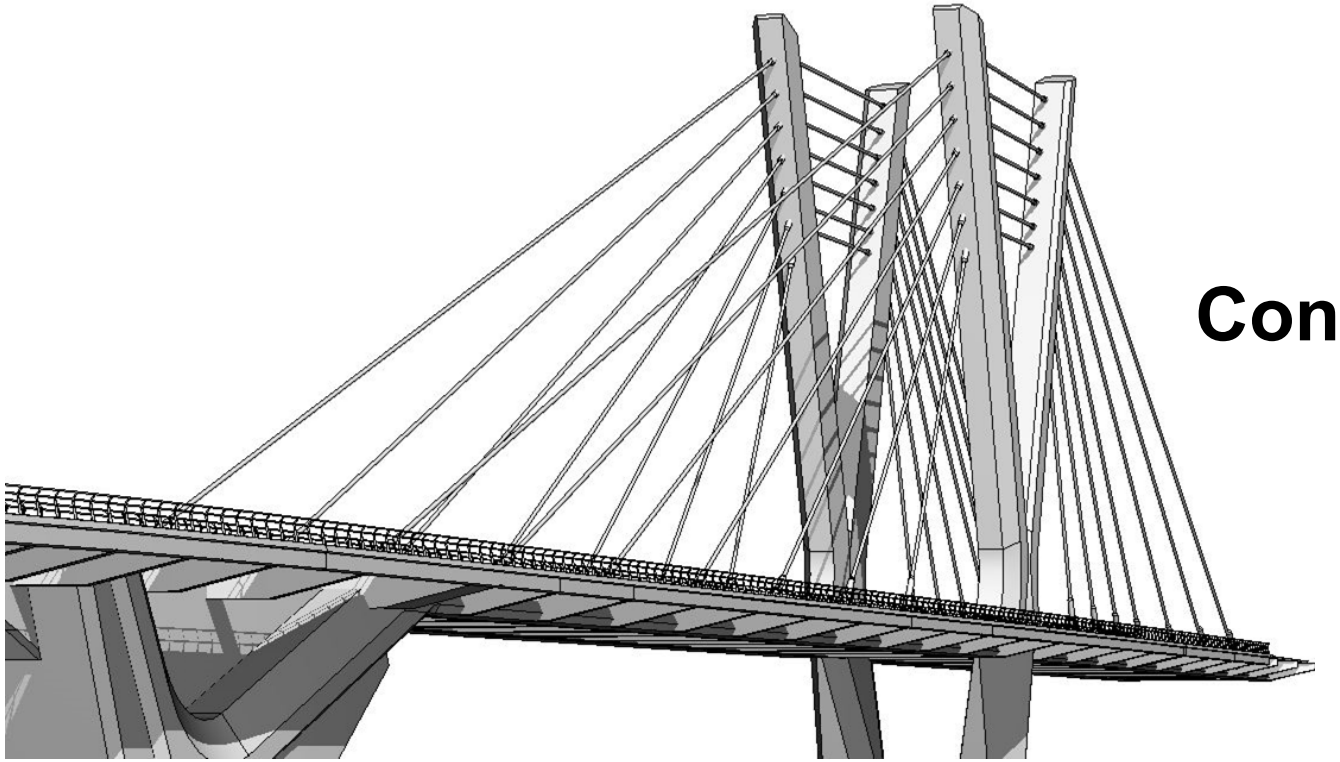
EARTHQUAKE READY BURNSIDE BRIDGE

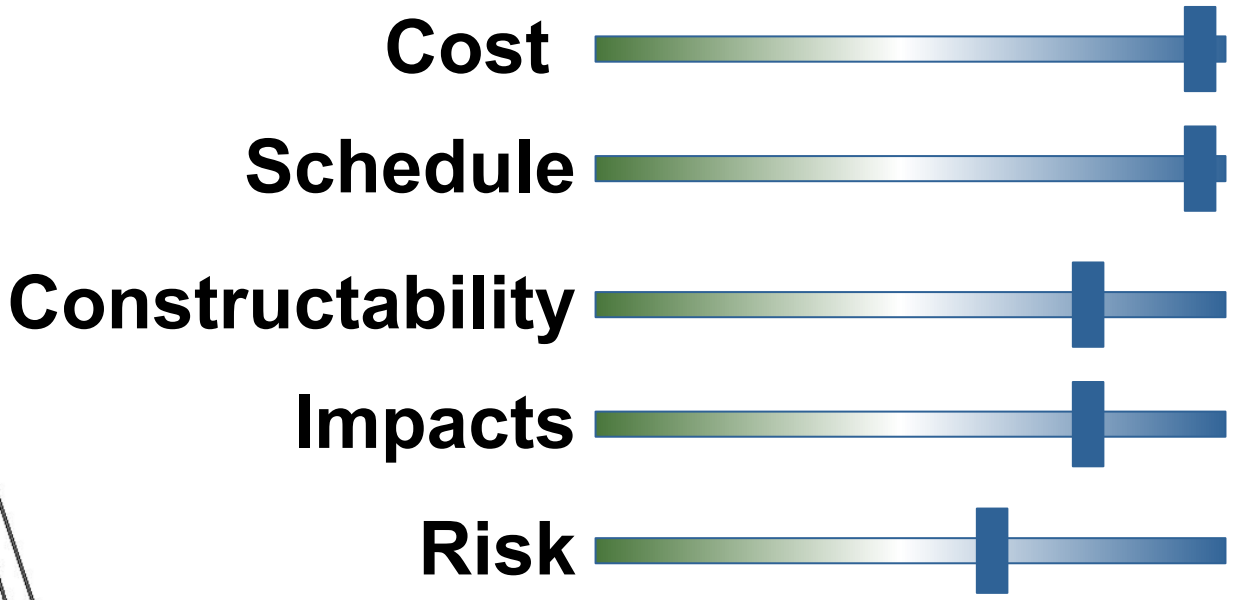
Legend



EARTHQUAKE READY
BURNSIDE BRIDGE

Did not pass screening criteria

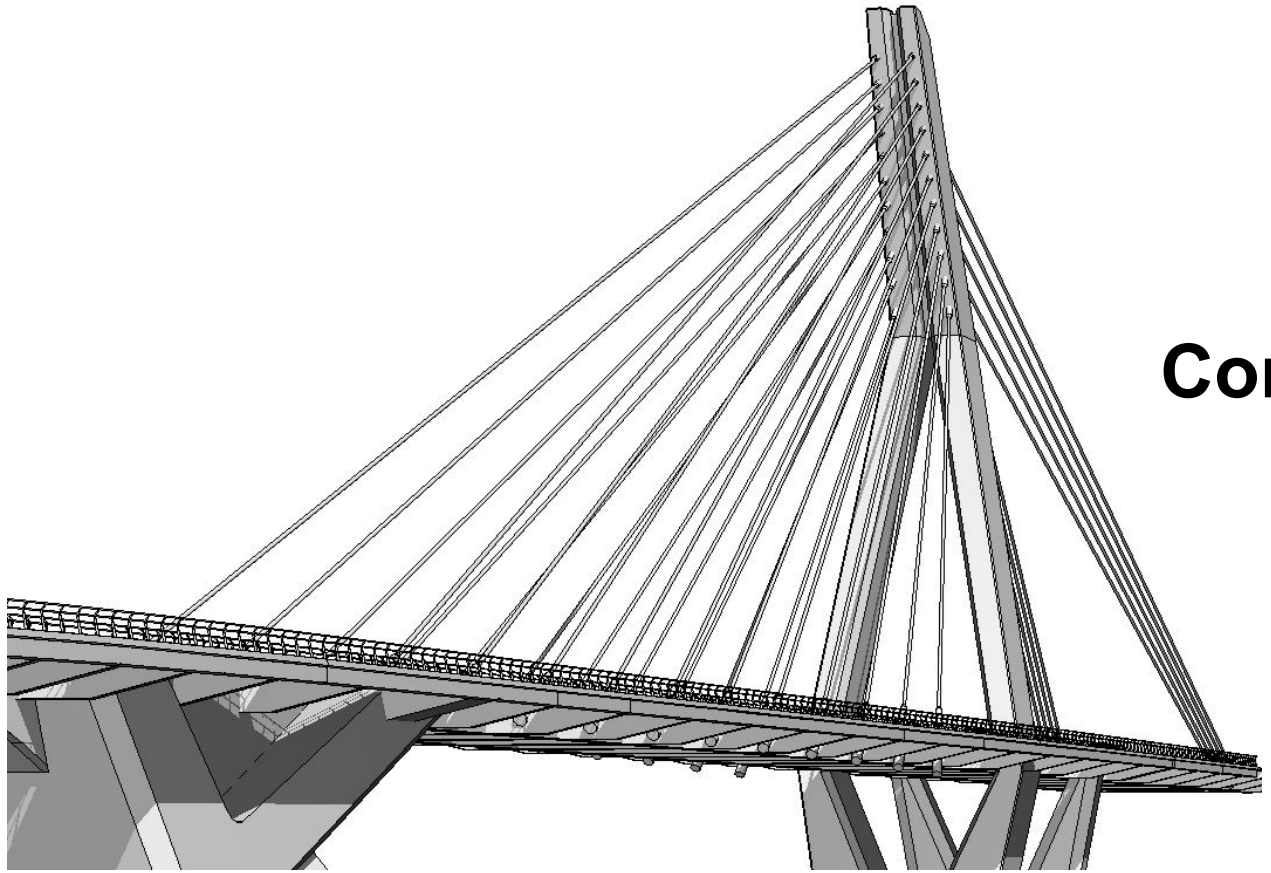




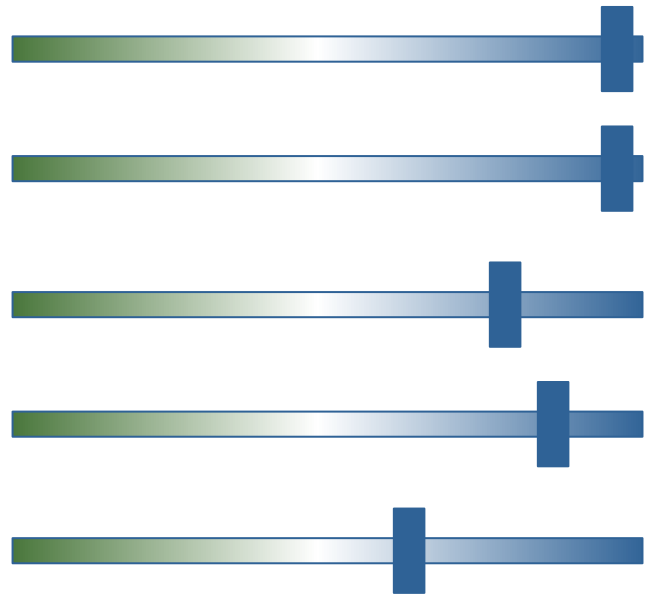
Cable Stayed // Longitudinal V Towers

EARTHQUAKE READY
BURNSIDE BRIDGE

Did not pass screening criteria



Cable Stayed // Cranked Inverted Y



EARTHQUAKE READY
BURNSIDE BRIDGE

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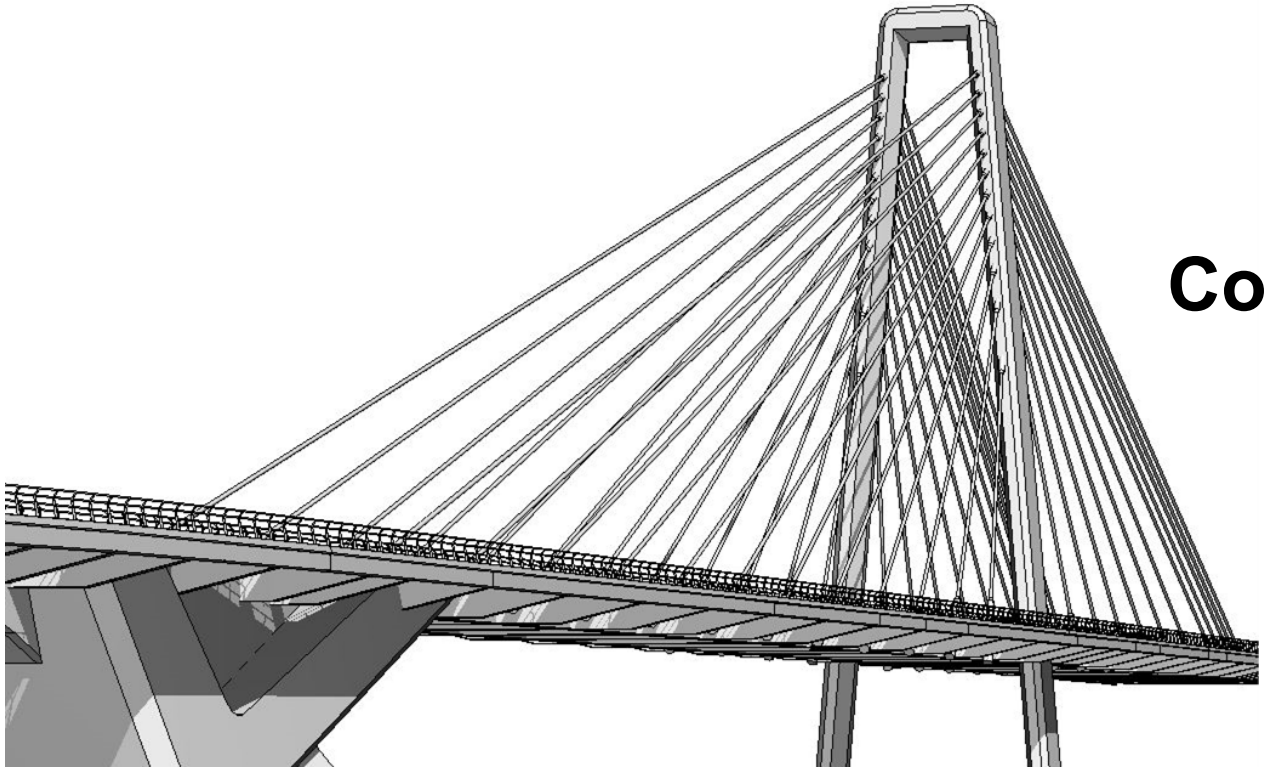
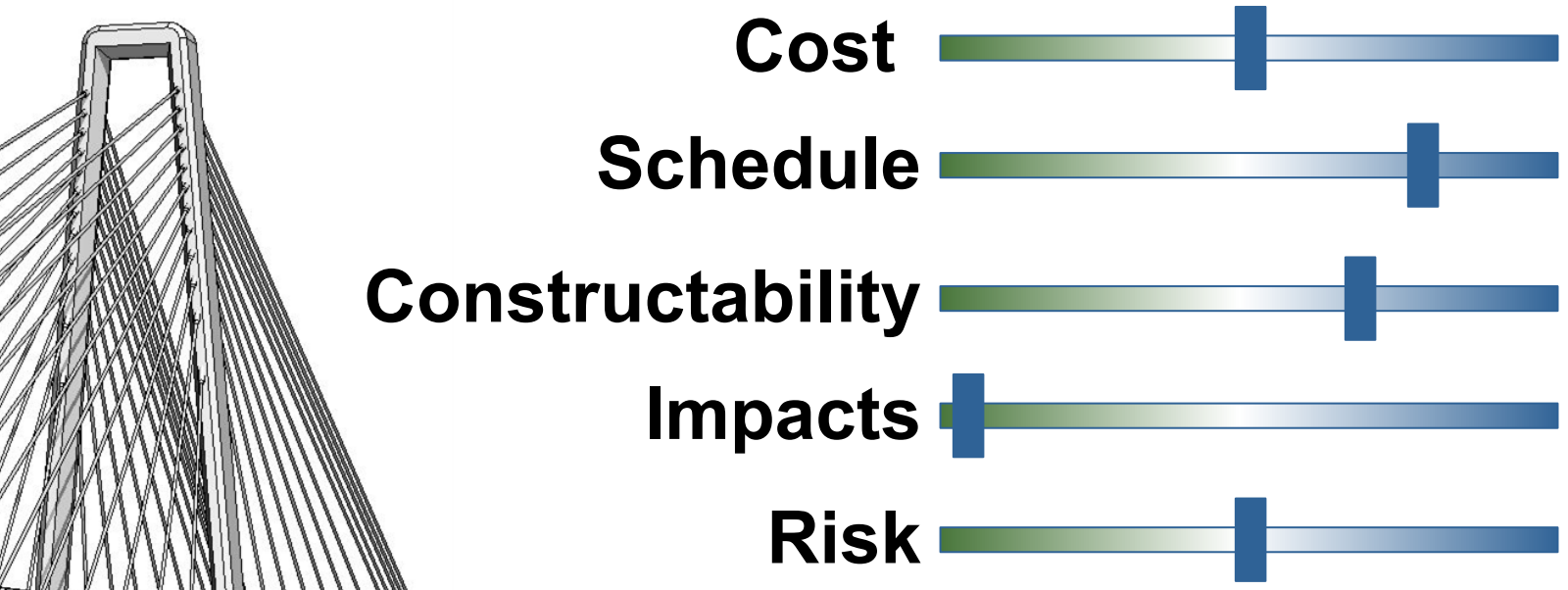


Cable Stayed // Braced Inclined Towers



EARTHQUAKE READY
BURNSIDE BRIDGE

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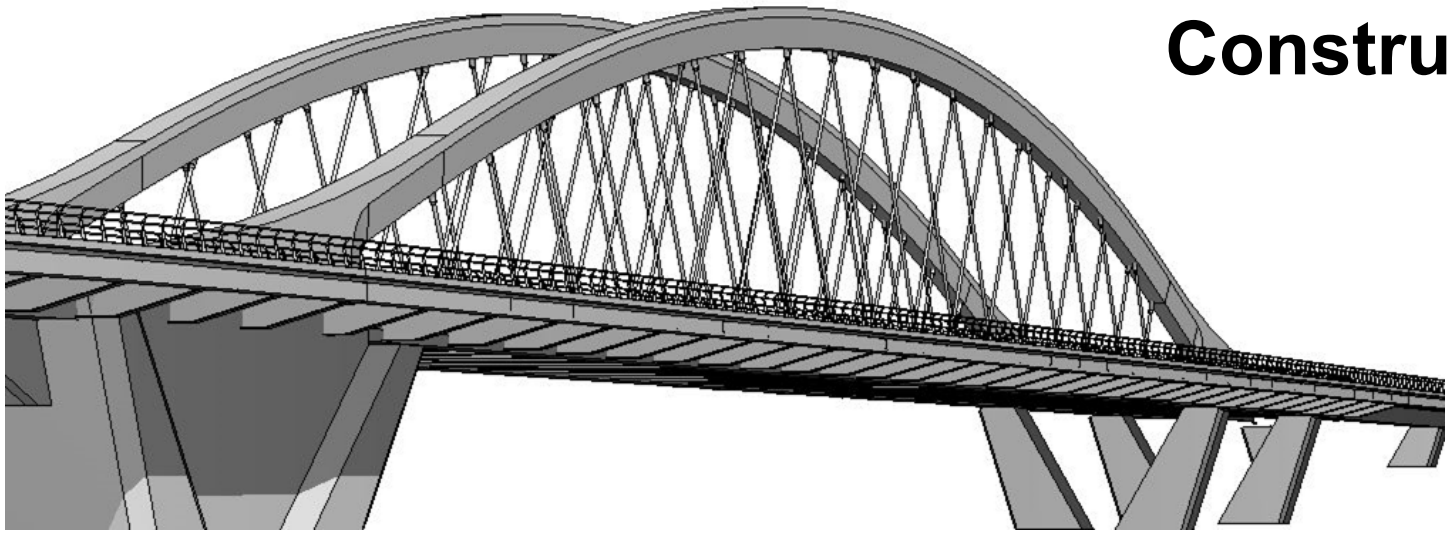
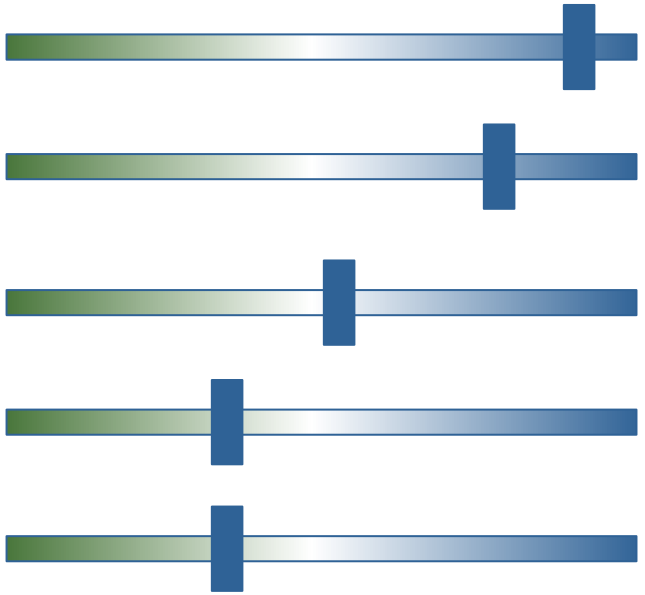


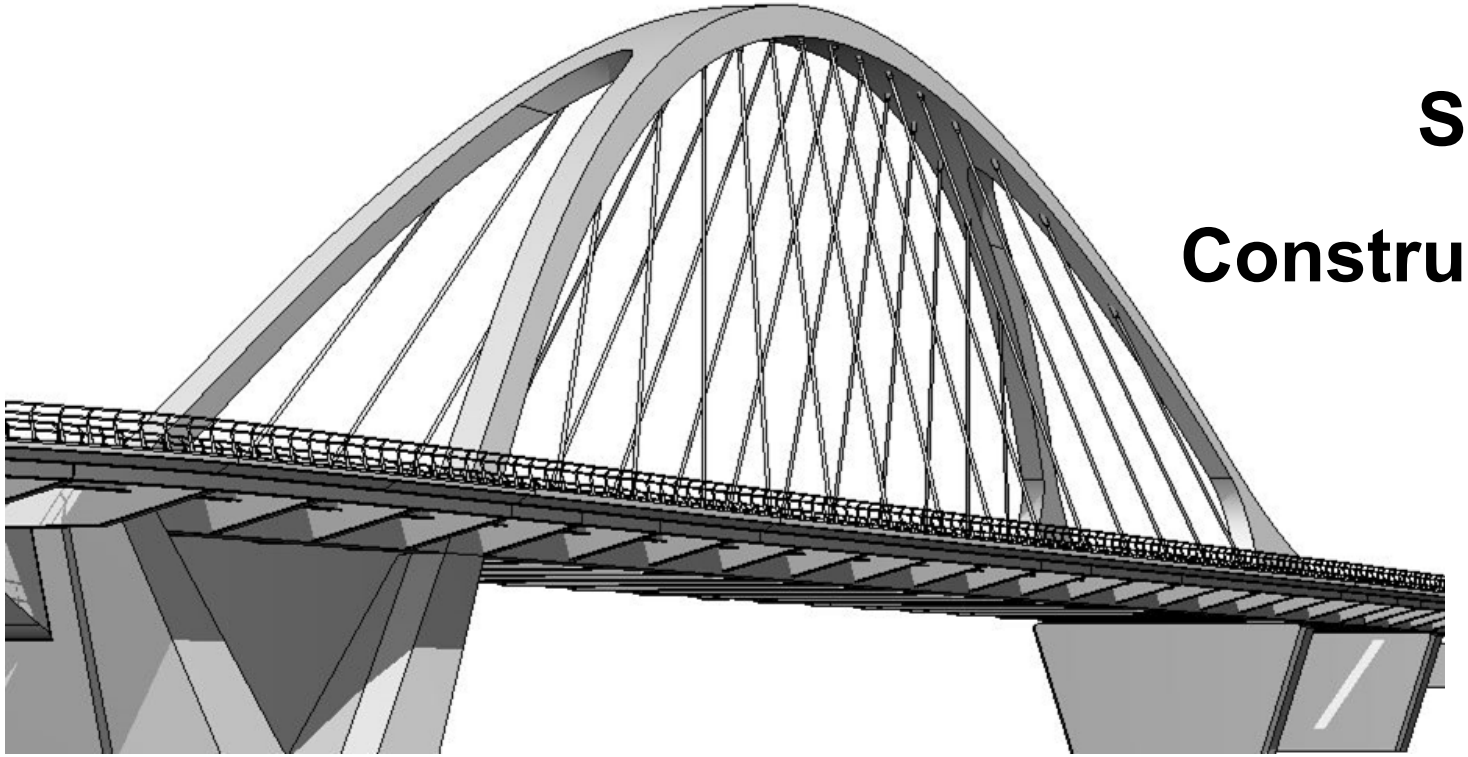


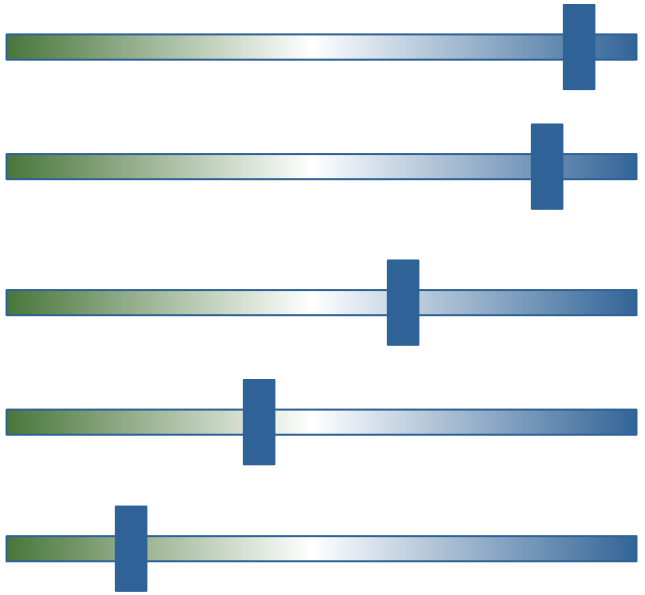
Tied Arch // Low Unbraced Through Arch (570ft)

EARTHQUAKE READY BURNSIDE BRIDGE

MultCo Screening Process

Options that did not pass screening criteria



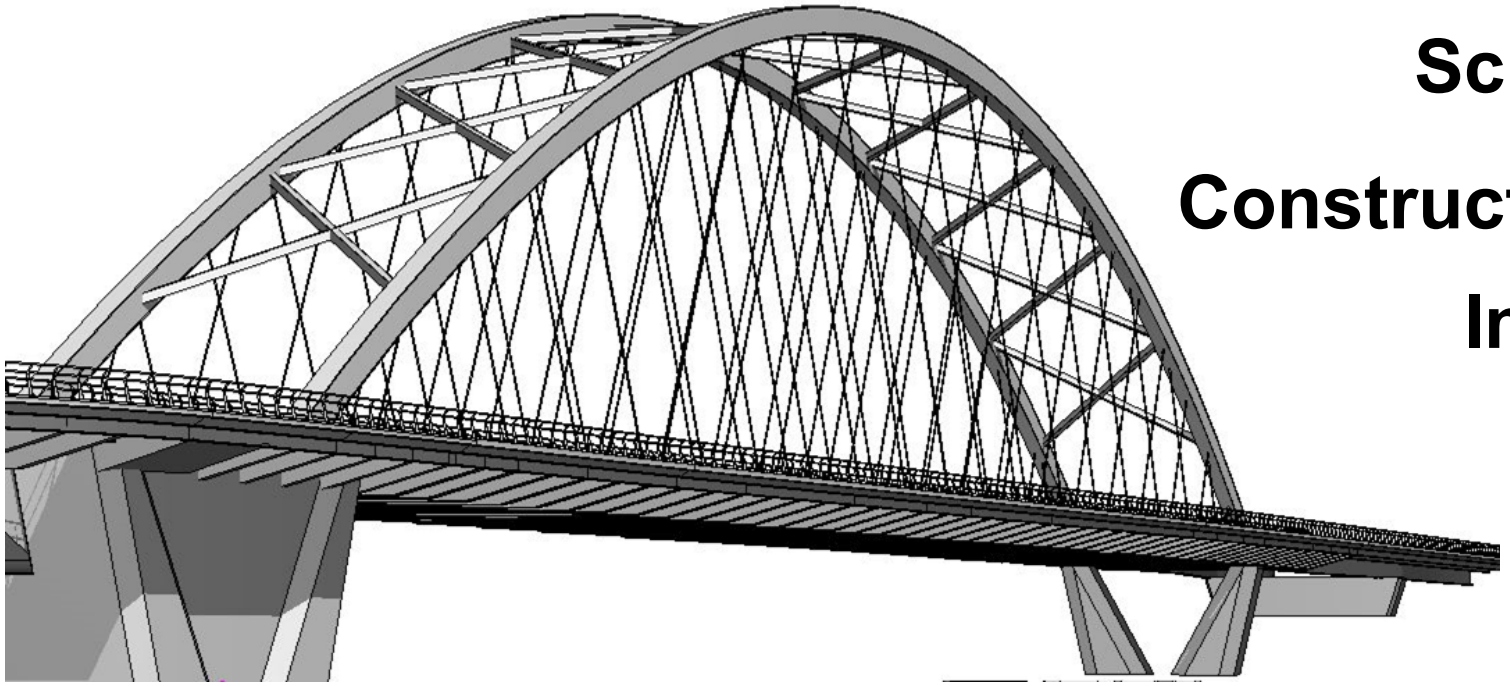


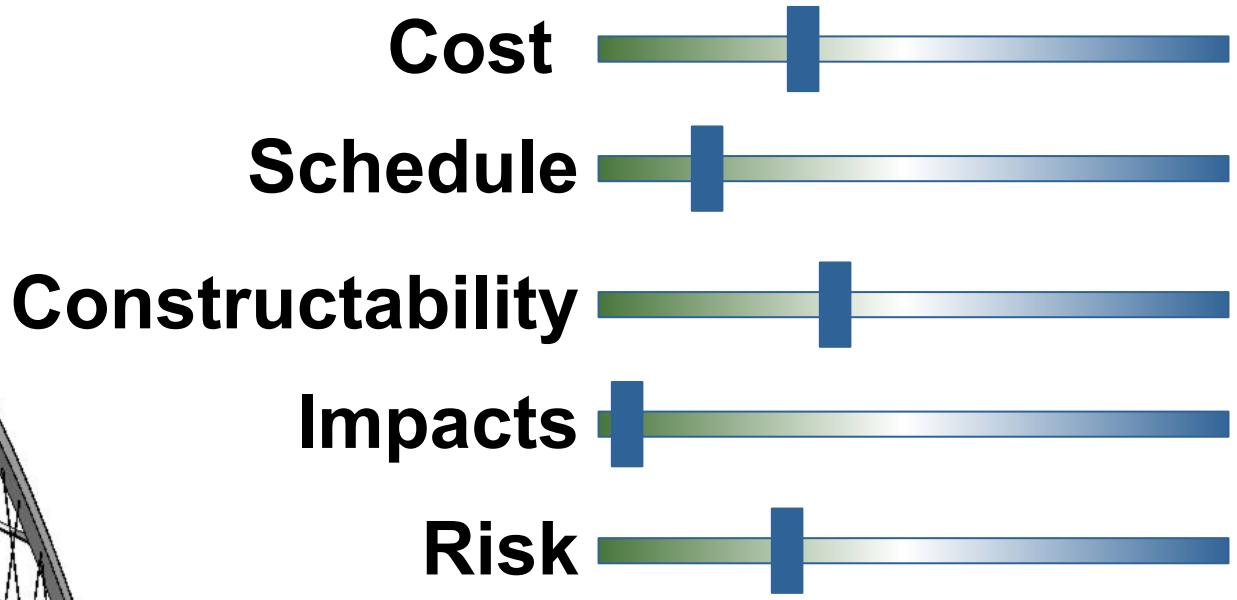
Tied Arch // Self-Braced Basket Handle (530ft)

EARTHQUAKE READY BURNSIDE BRIDGE

New Option Added

Variation on braced vertical arch added to range of options



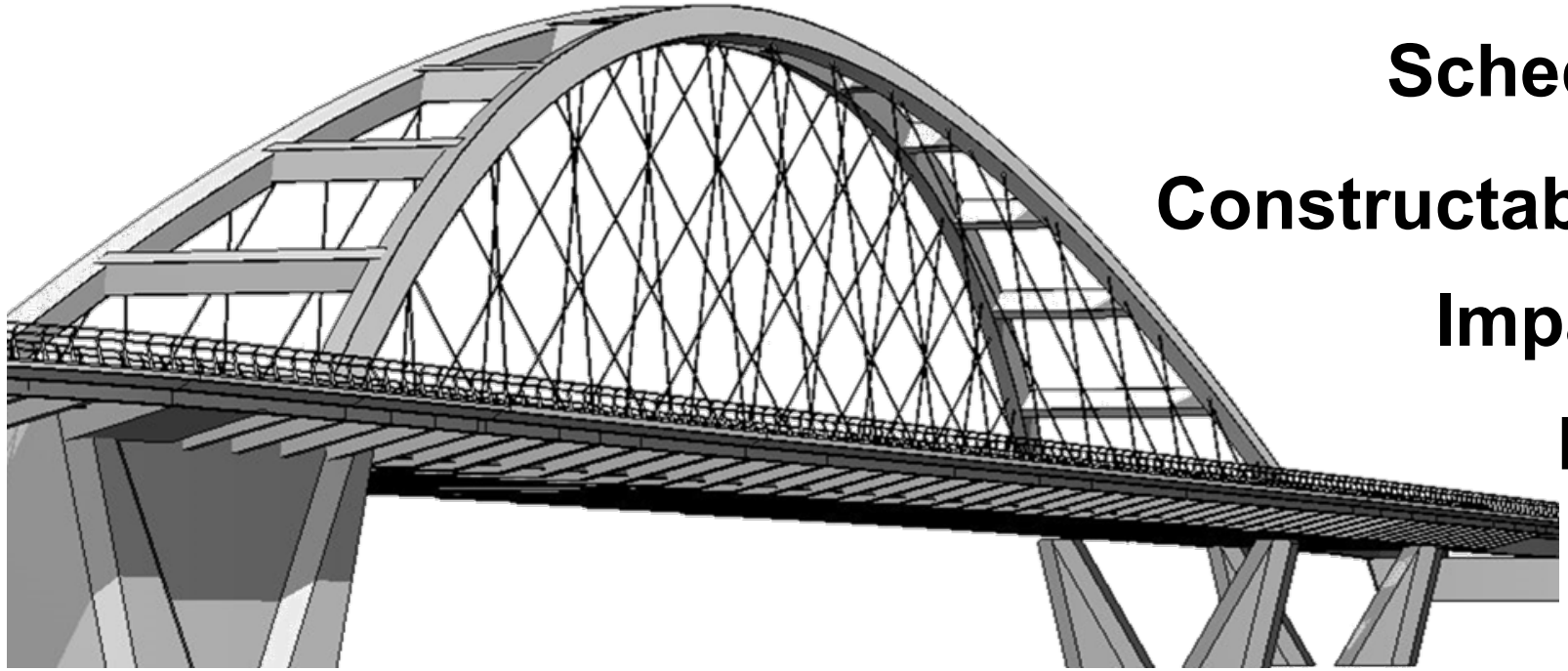


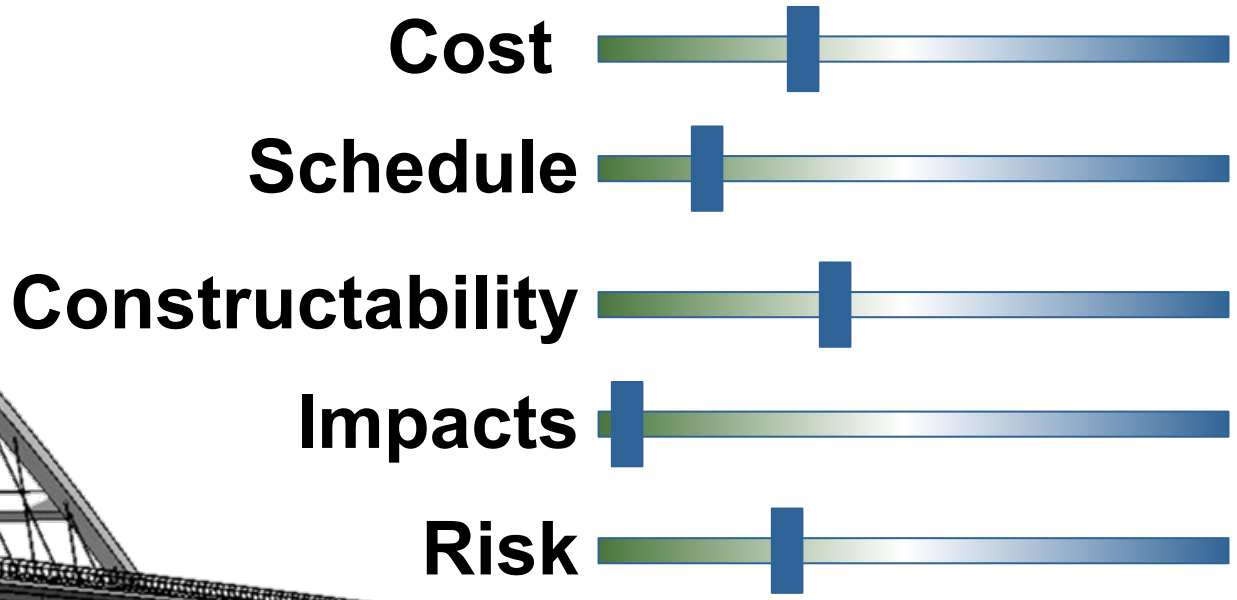
Tied Arch // Long-span braced vertical arches (720ft)

EARTHQUAKE READY BURNSIDE BRIDGE

New Option Added

Variation on braced basket handle arch added to range of options



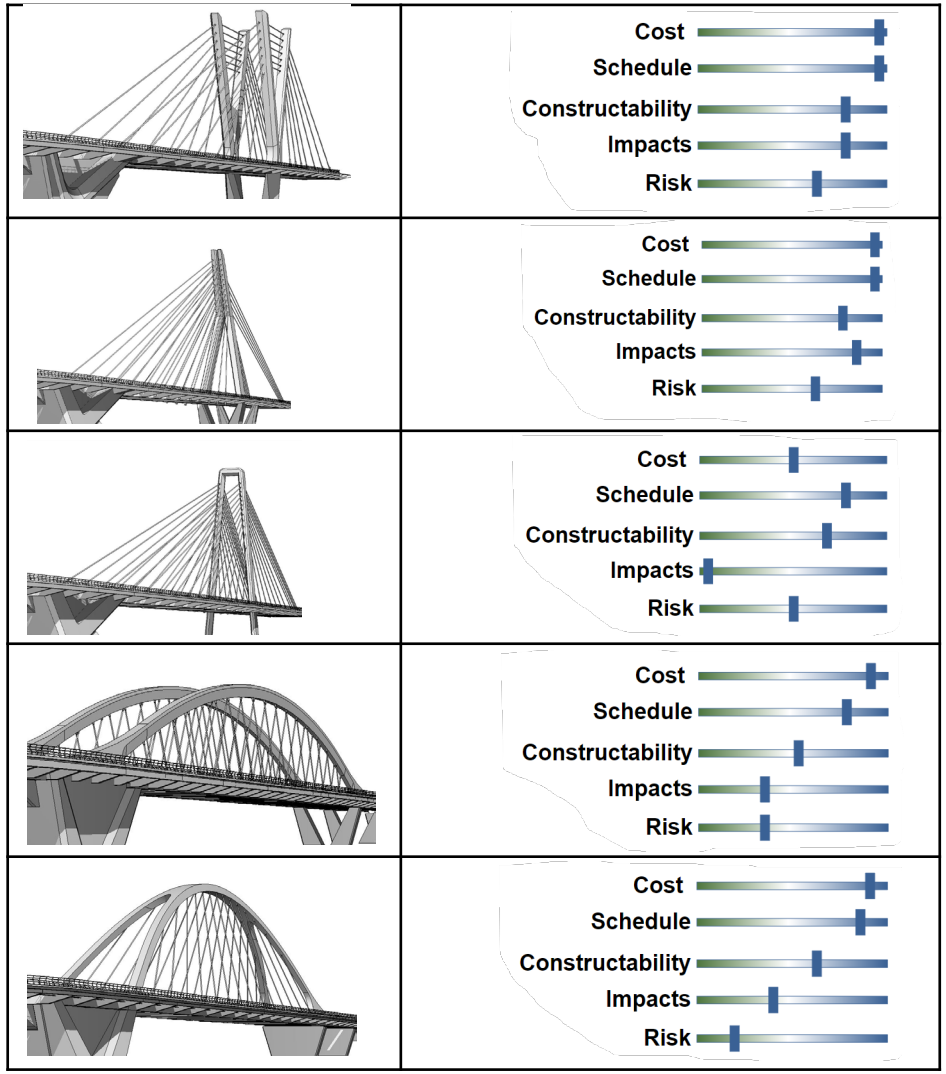


Tied Arch // Long-span braced basket-handle arch (720ft)

MultCo Screening Summary

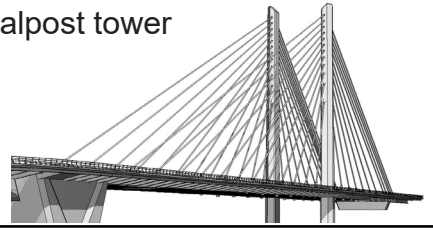
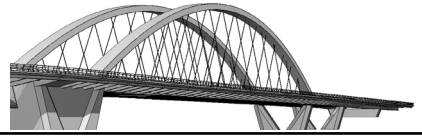
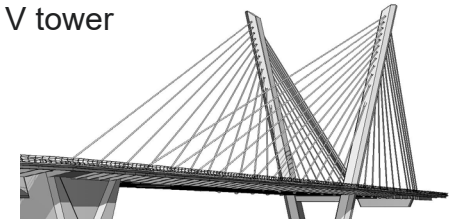
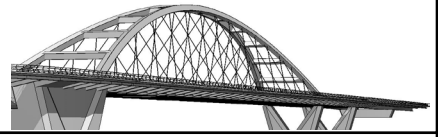
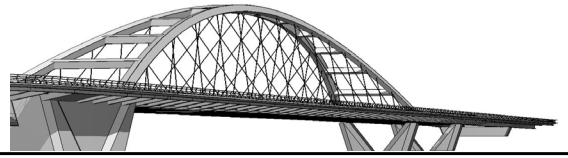
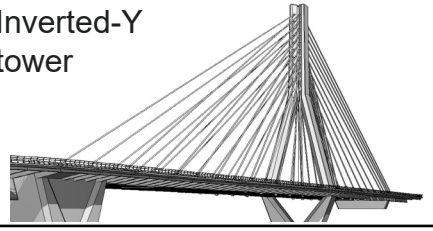
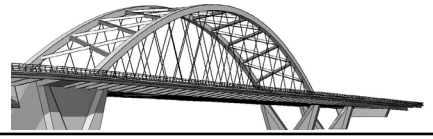
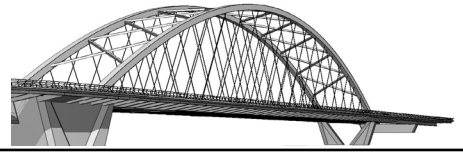
What we learned along the way…

- In-water piers: Cost vs Aesthetics, more work is needed. Refinements will be ongoing through Spring 2025.
- Long (720 ft) braced basket handle and unbraced vertical arch options passed screening.
- Arch vs Cable Stay: cost not a key differentiator.



EARTHQUAKE READY BURNSIDE BRIDGE

Options for further consideration

Goalpost tower 	Unbraced through-arches (570ft) 	
V tower 	Braced basket-handle arch (570ft) 	Long (720ft) braced basket-handle arch 
Inverted-Y tower 	Braced vertical arches (570ft) 	Long-span (720ft) braced vertical arches 

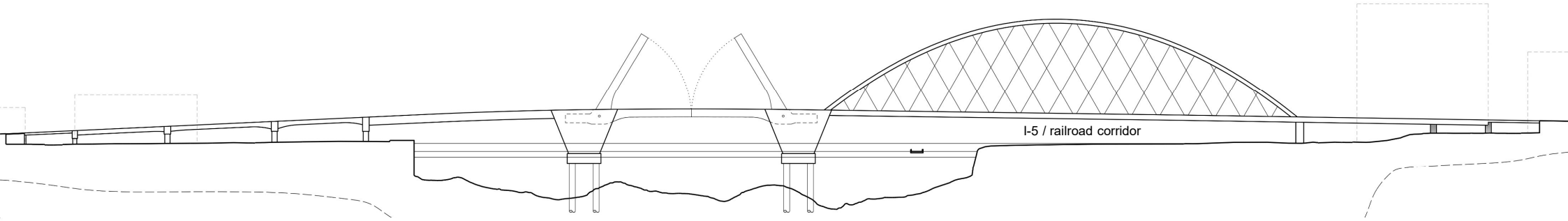
Range of Bridge Types

Type Selection- CS & TA

Short Spans

Opening Span

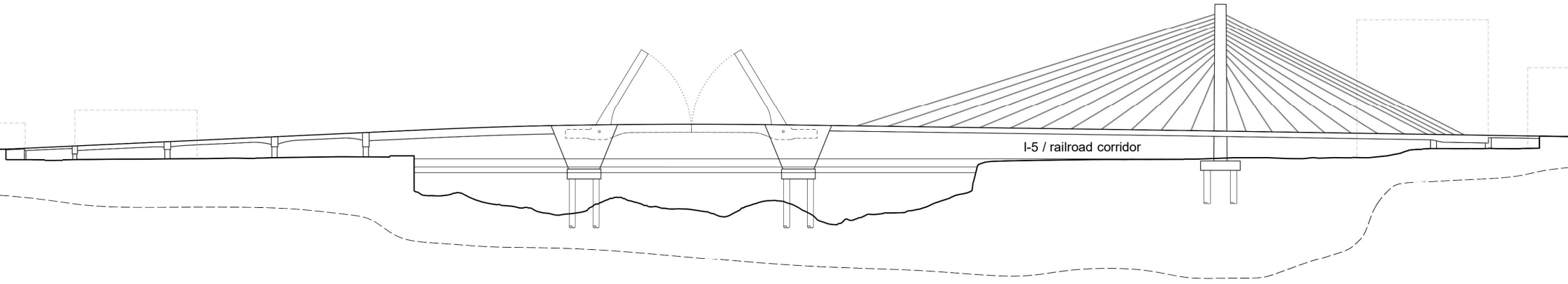
Long Span



Generic arrangement with arched long-span bridge

WEST

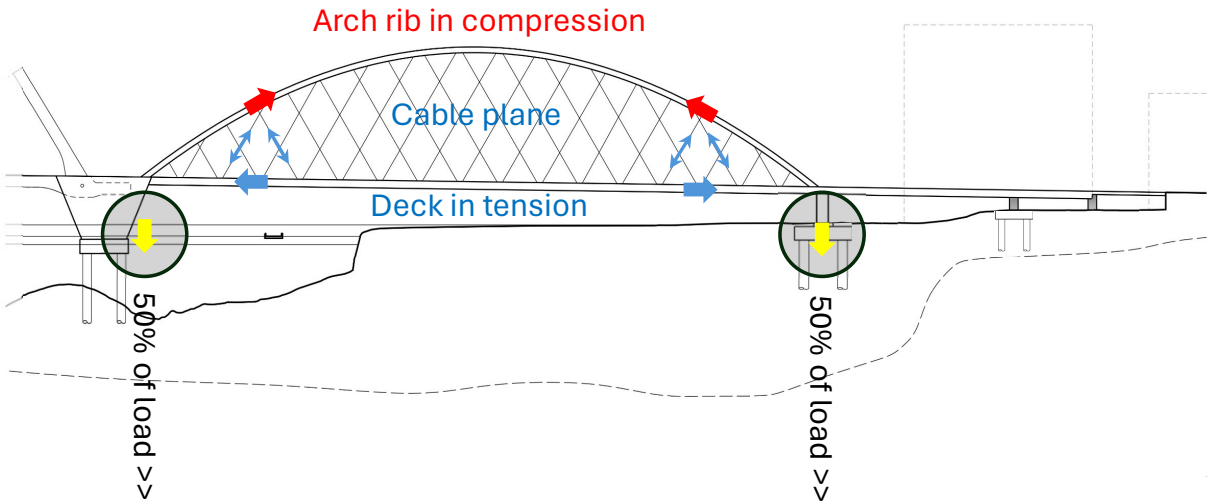
EAST



Generic arrangement with cable-stayed long-span bridge

General Attribute: Structural System

- **Tied Arch Bridge:**
  - Arches are in compression
  - The arches are ‘tied’ through the deck to counteract the thrust of the arch creating a ‘bow’
  - Cables in tension support the deck at intervals
  - Supports at each end transfer half the bridge load each



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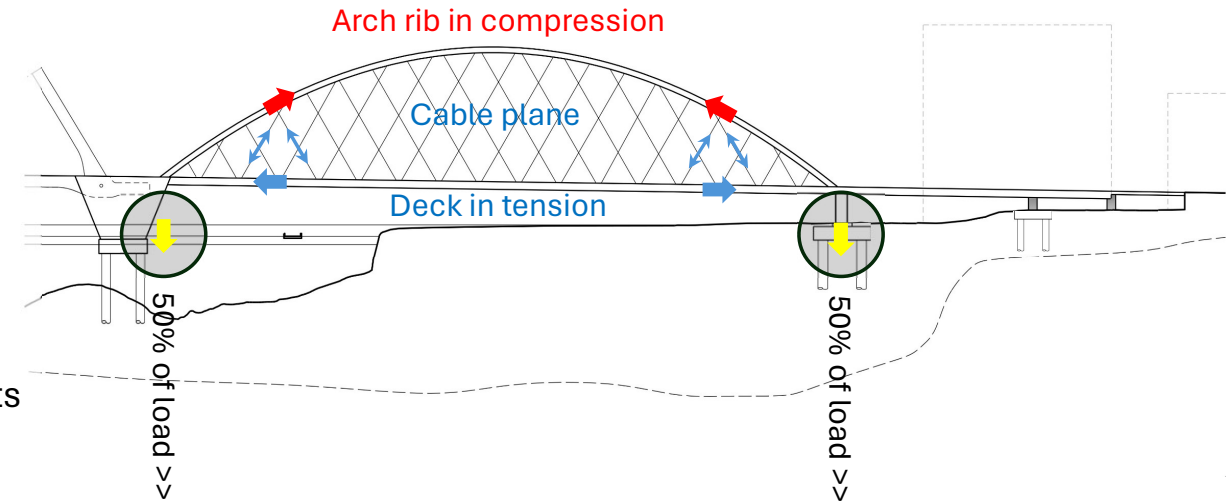

Key Takeaways

- The structure is a closed system with equal end supports
- The arch rib is visually dominant – wide and ‘low’

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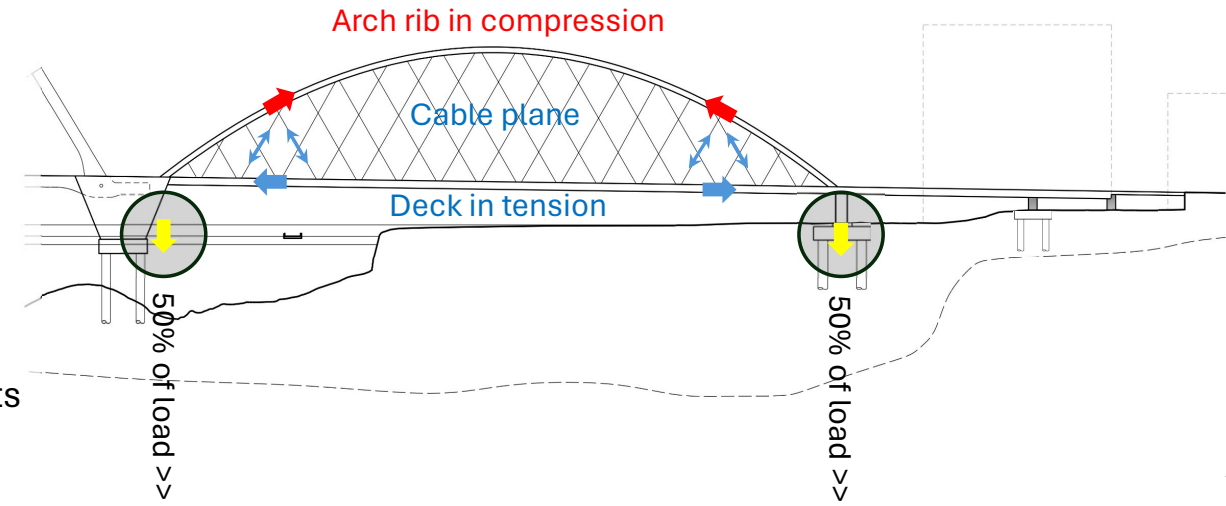
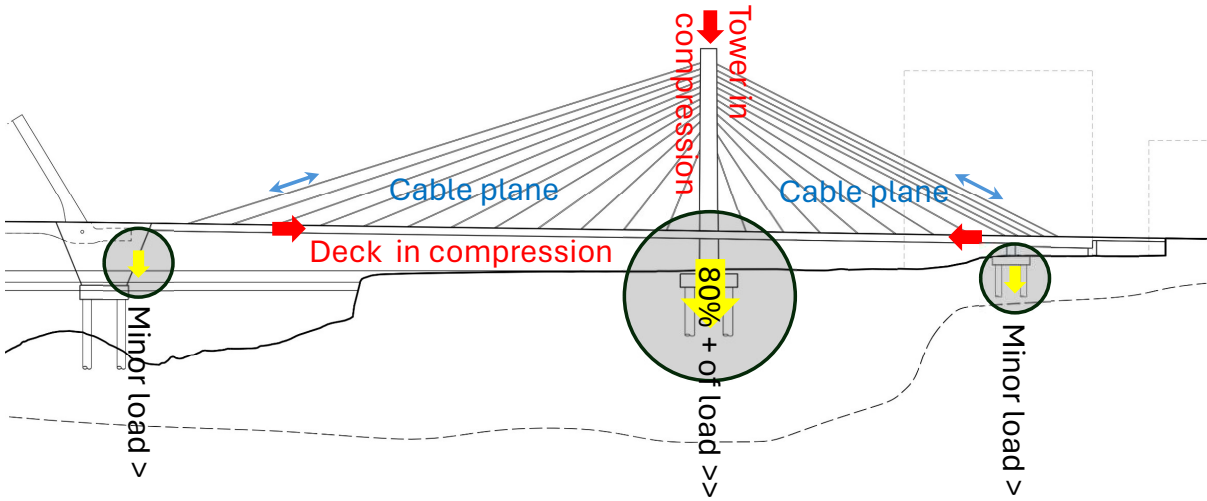


- **Cable Stayed Bridge:**
  - Tower in compression
  - Deck in compression
  - Stays (cables) in tension support the deck at intervals
  - 80%+ of weight thru the central tower



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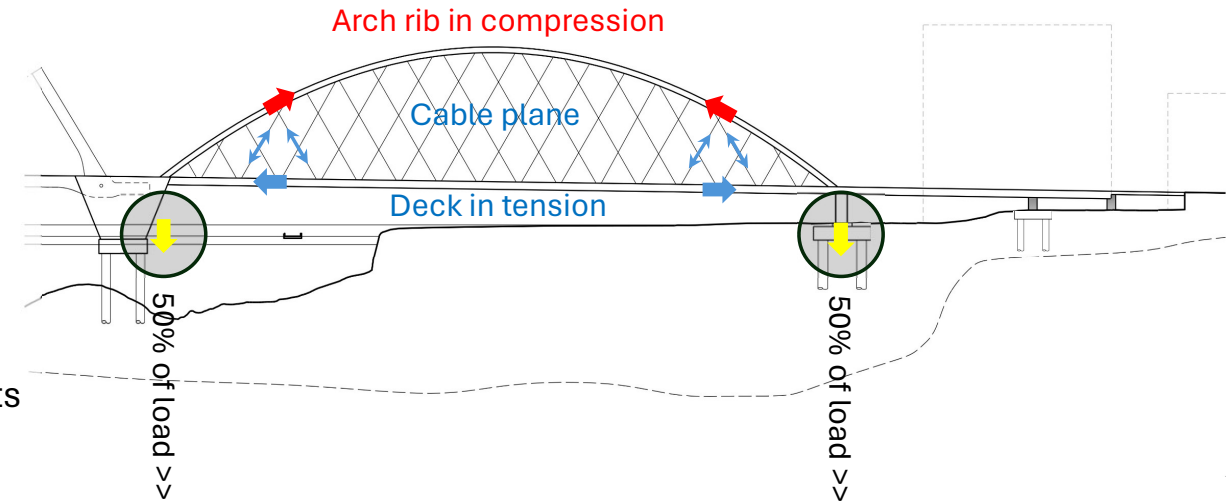

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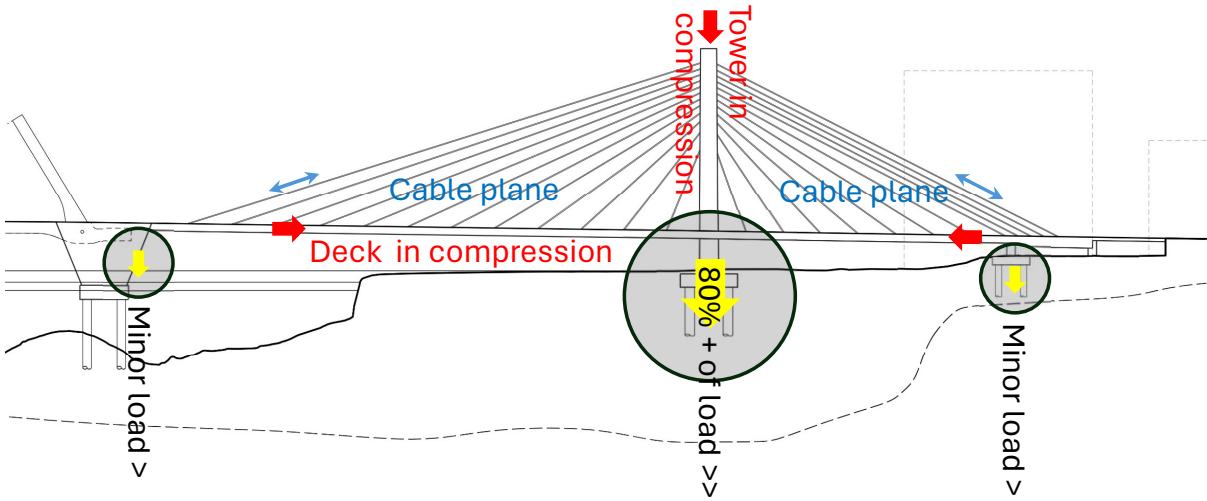
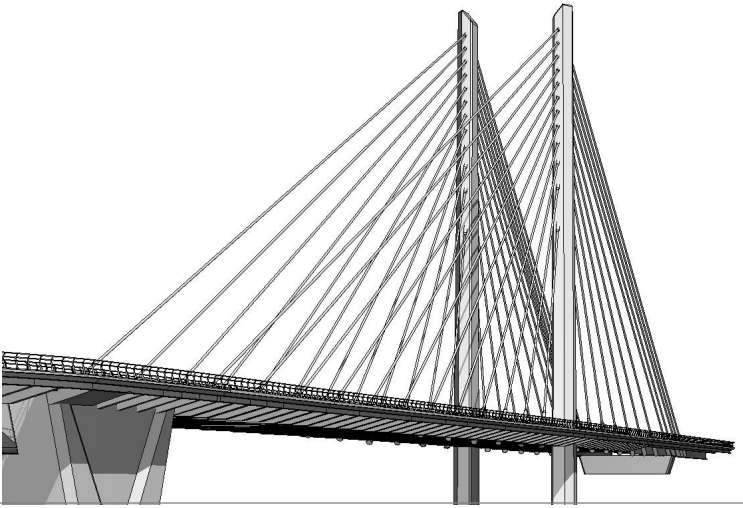
Key Takeaways

- The structure is configured around a primary central support
- The tower is visually dominant – tall and ‘slender’

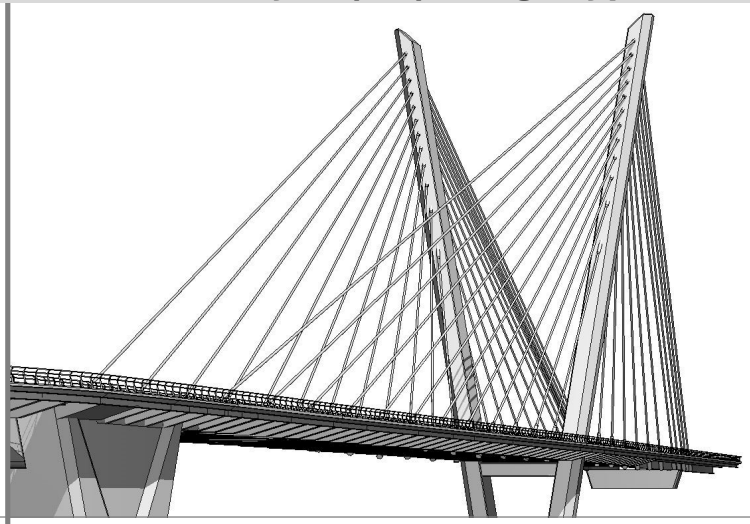


Structural Configuration

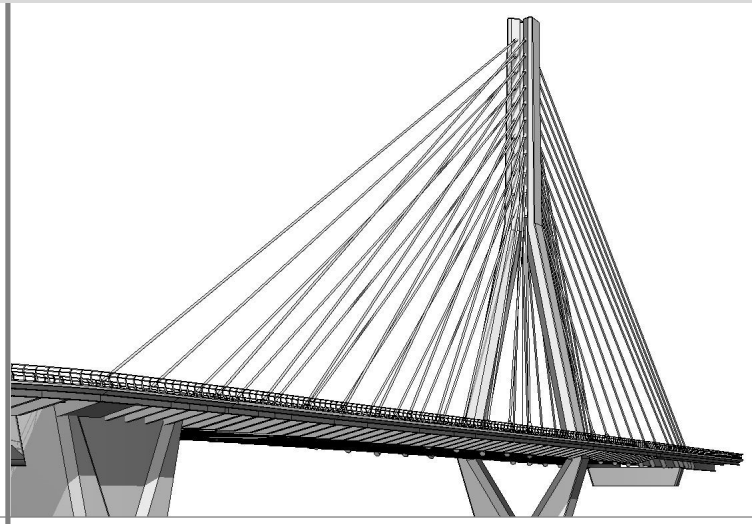
Cable Stayed (CS) Bridge Types



CS1- Goalpost tower

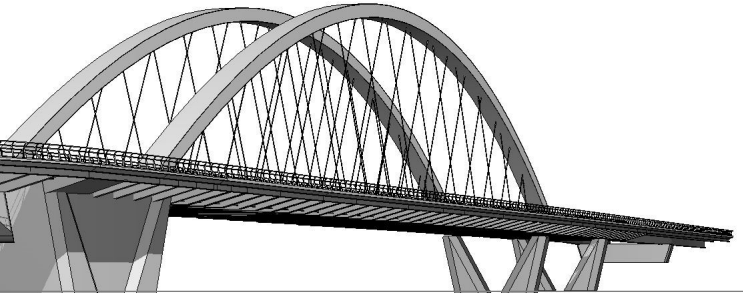


CS2- V tower

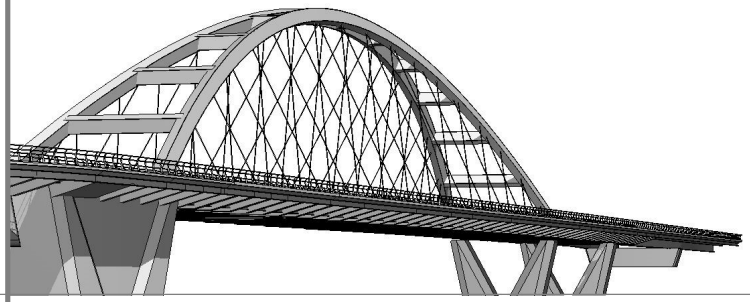


CS3- Inverted-Y tower

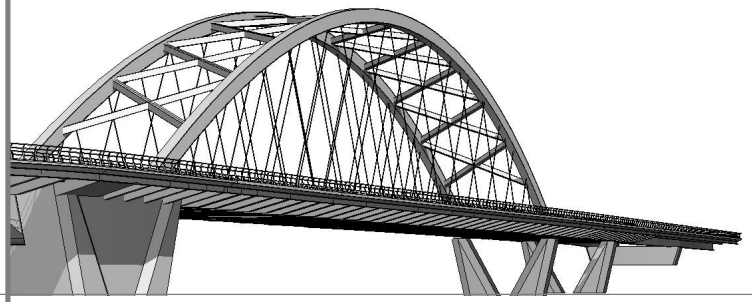
Tied Arch (TA) Bridge Types



TA1-Unbraced through-arches



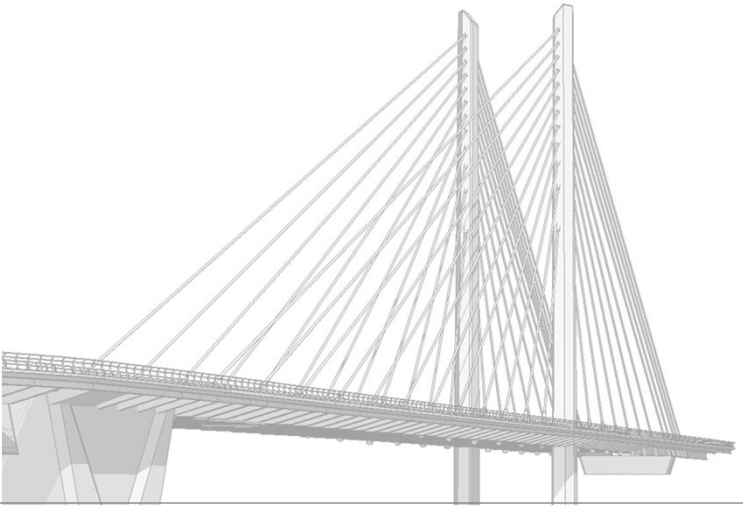
TA2-Braced basket-handle arch



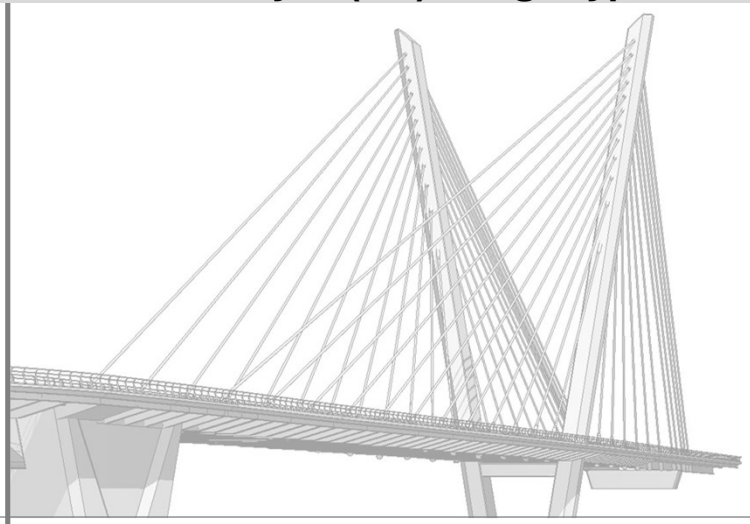
TA3- Braced vertical arches

Size Variants

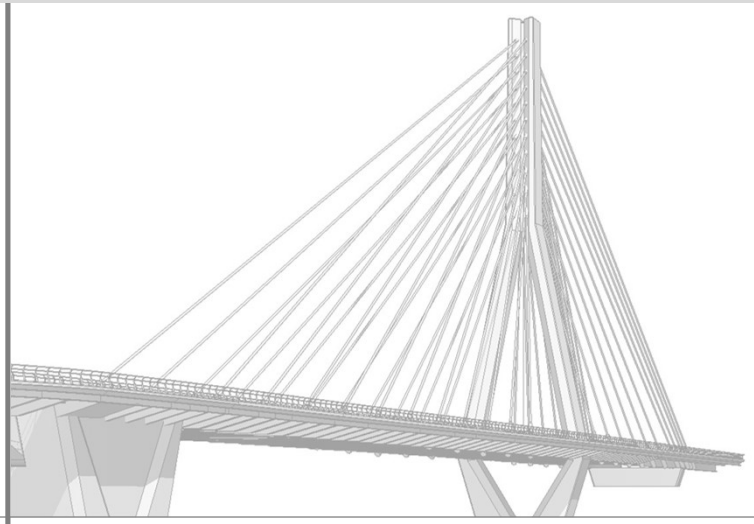
Cable Stayed (CS) Bridge Types



CS1- Goalpost tower

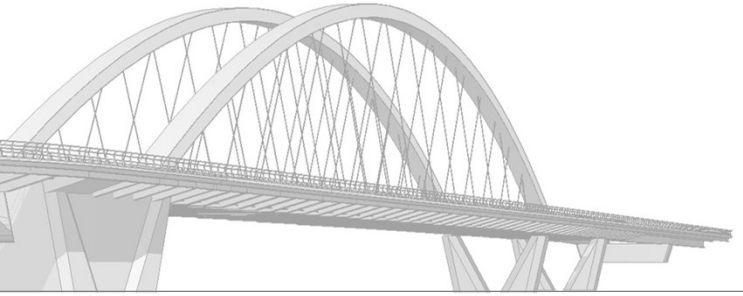


CS2- V tower

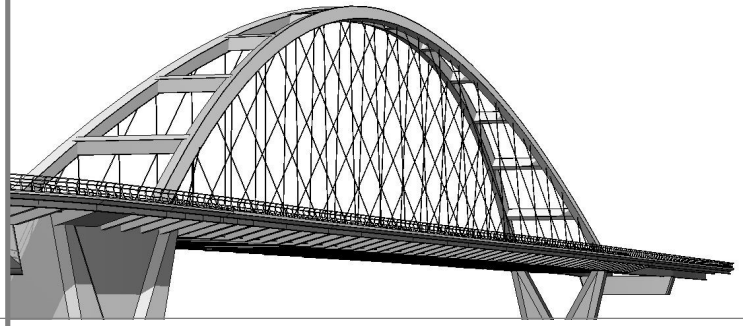


CS3- Inverted-Y tower

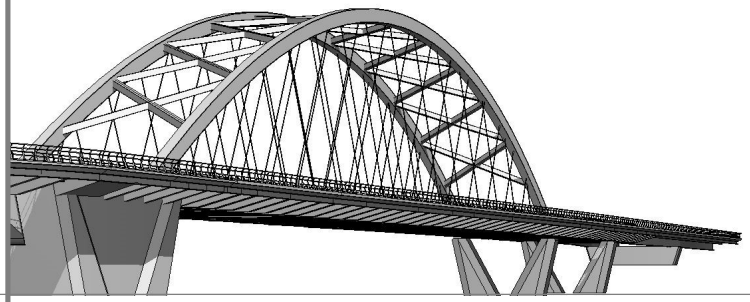
Tied Arch (TA) Bridge Types



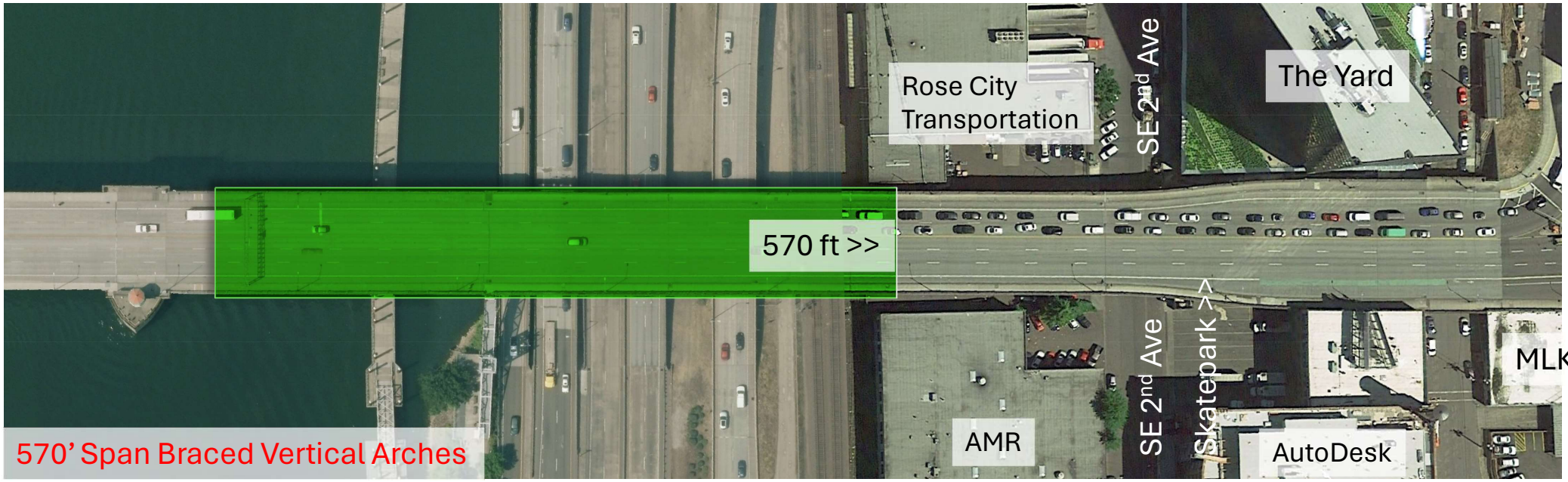
TA1-Unbraced through-arches

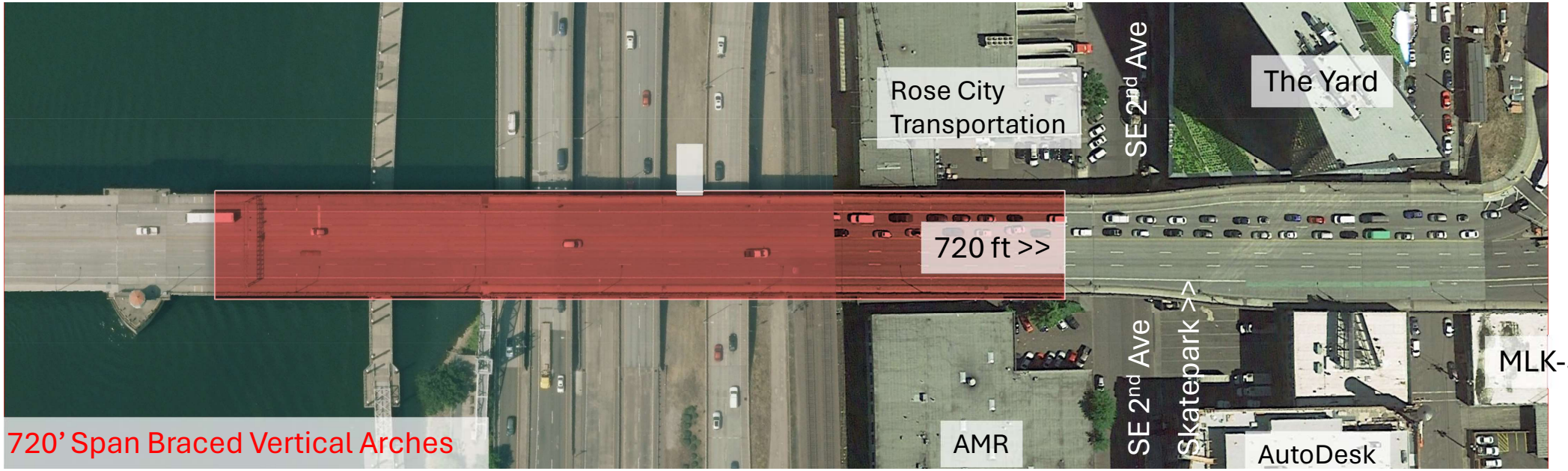


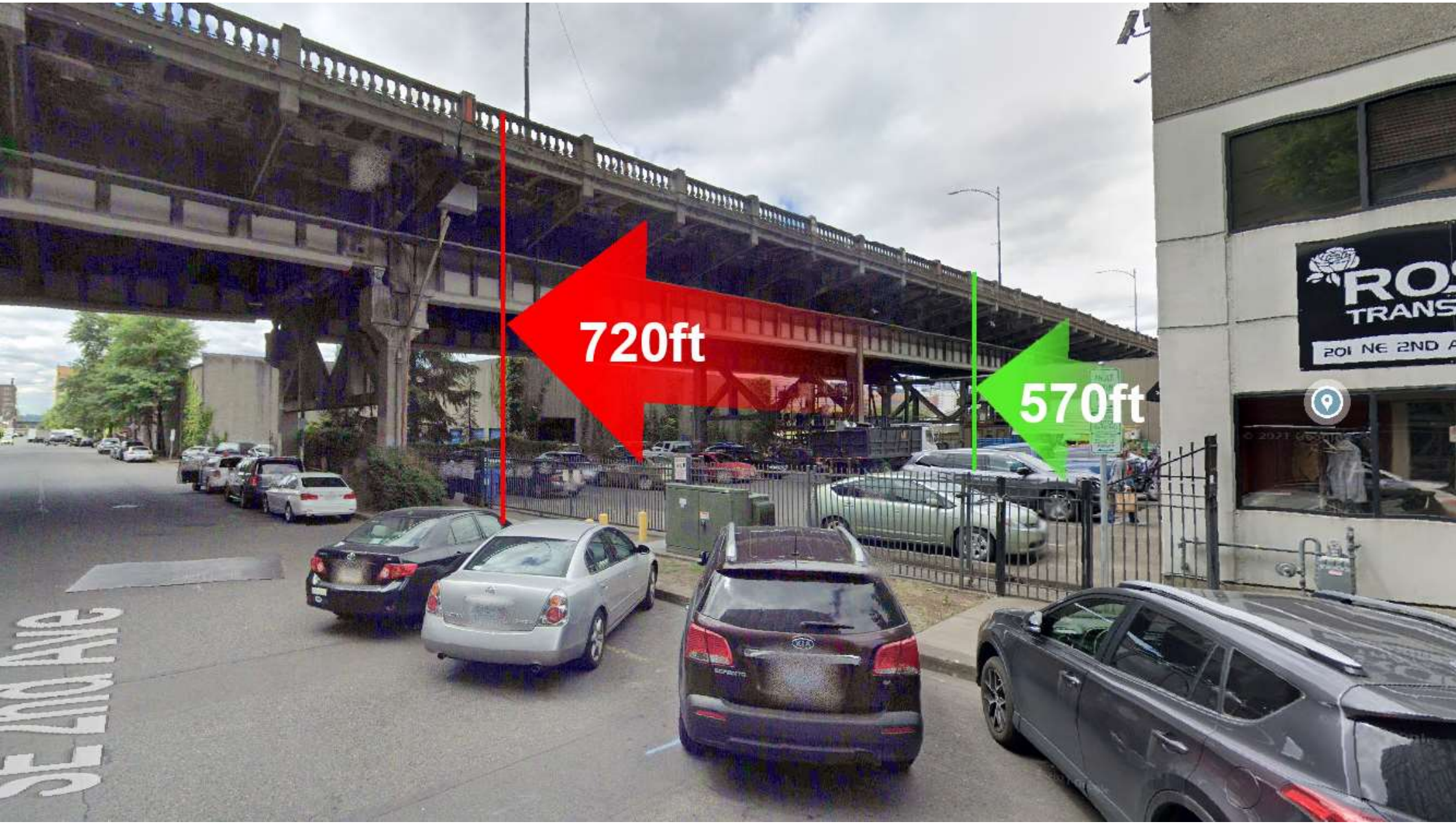
TA2-Braced basket-handle arch

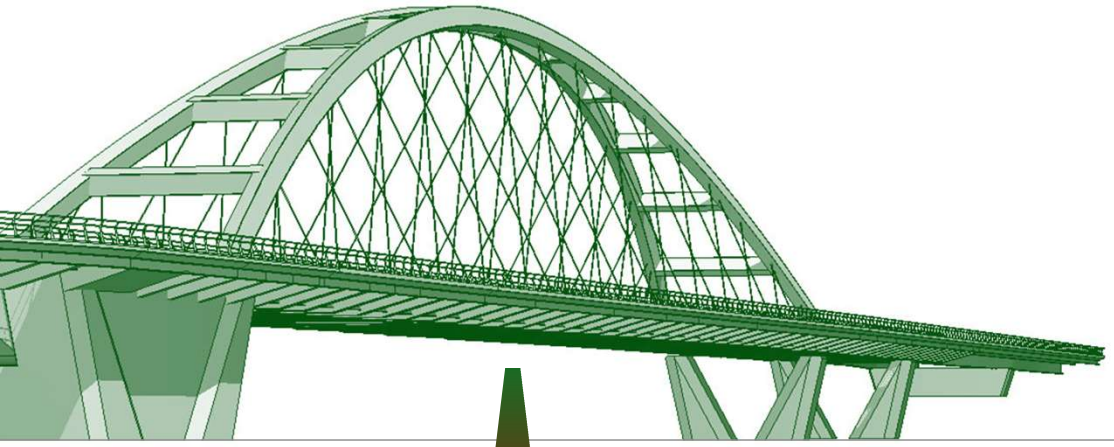


TA3- Braced vertical arches


570 ft >>
Rose City Transportation
SE 2nd Ave
The Yard
AMR
SE 2nd Ave
Skatepark >>
AutoDesk
MLK-5
570’ Span Braced Vertical Arches

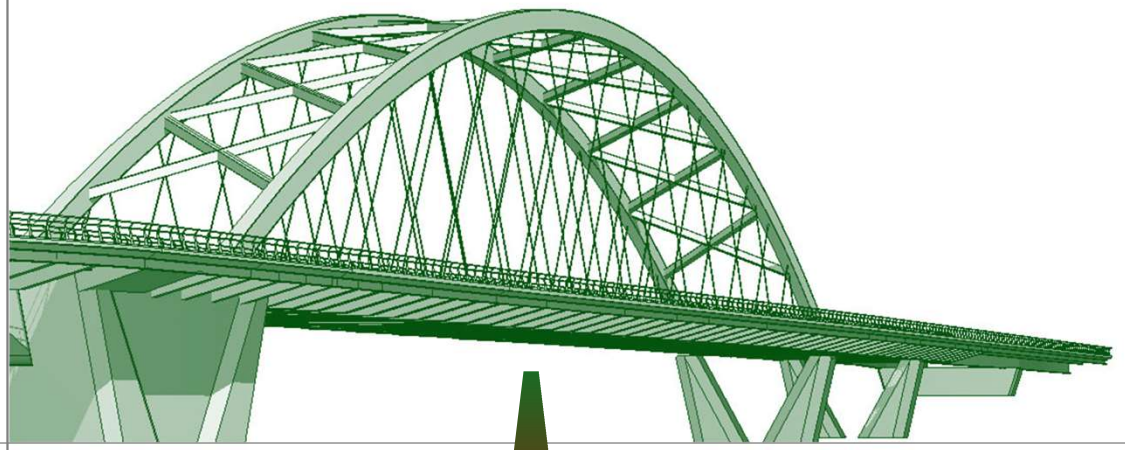

720 ft >>
Rose City Transportation
SE 2nd Ave
The Yard
AMR
SE 2nd Ave
Skatepark >>
AutoDesk
MLK-5
720’ Span Braced Vertical Arches


720ft
570ft
SE 160 AVE



c.570ft

TA2a-Braced basket-handle arch



c.570ft

TA3a- Braced vertical arches

150ft longer / 20ft higher

c.720ft

TA2b-Braced basket-handle arch (long span)

150ft longer / 20ft higher

c.720ft

TA3b- Braced vertical arches (long span)

Factors to Consider

Factors to consider between cable-stayed and arch bridge types

HEIGHT	Cable-stayed bridge (CSB) towers are much taller than arch ribs for the same span
PROFILE	Arches fill a wider visual field than cable-stayed structure.
CHARACTER	Cable-stayed bridge towers are spire-like, arches are more organic.
MATERIAL	Cable-stayed towers are CONCRETE, arch ribs are WEATHERING STEEL

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UNIQUE	Many examples of all bridge types exist elsewhere but some would be unique in Portland area
CONTEXT	Tall buildings distinguish the east-side context which is otherwise low height/density
VIEWS	Cable-stayed bridge and arch bridge options will be distinctively different in key views eg: - Arches arc over the entire 1-5 corridor making a gateway structure on the interstate - CSB tower(s) terminate the view axis of the River looking south - The options offer different responses to the ‘gap’ between Yard and MLK 5

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FOCUS CSB towers draw focus east away from the river. Arches draw focus west to the river

COHESION The options have different effects on the visual cohesion of the overall crossing

EXPERIENCE The options offer different experiences fro travellers on the highway and the bike/ped path

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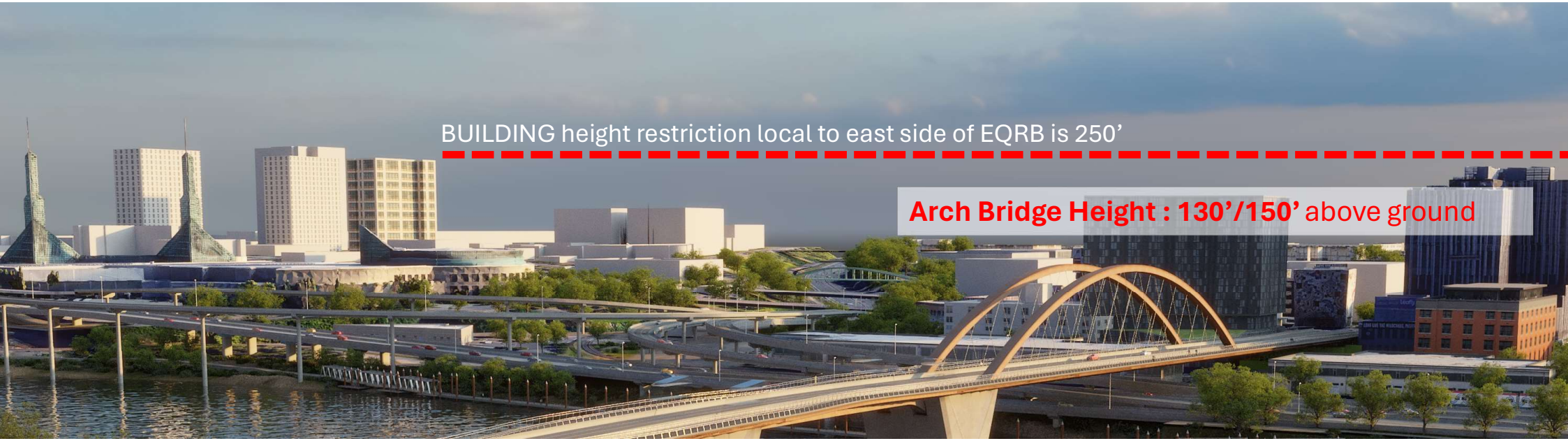
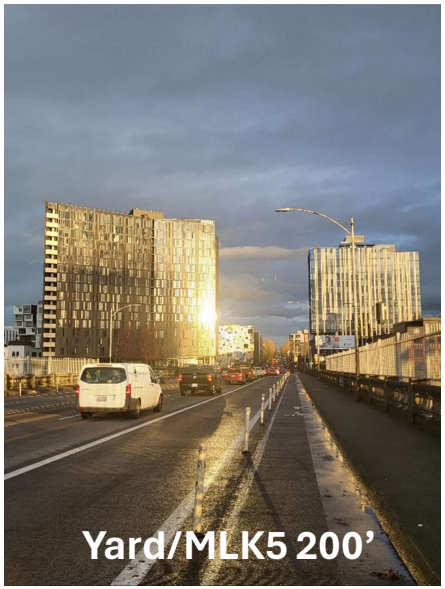
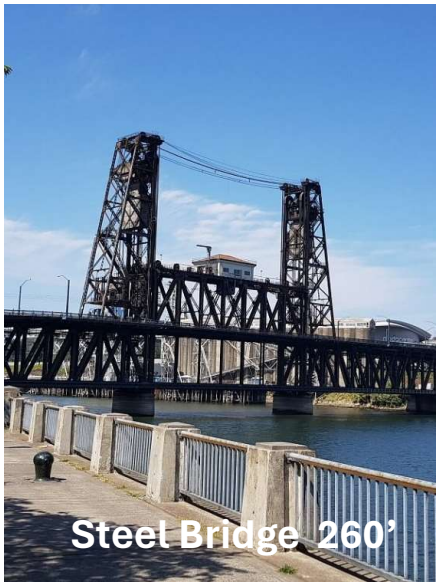
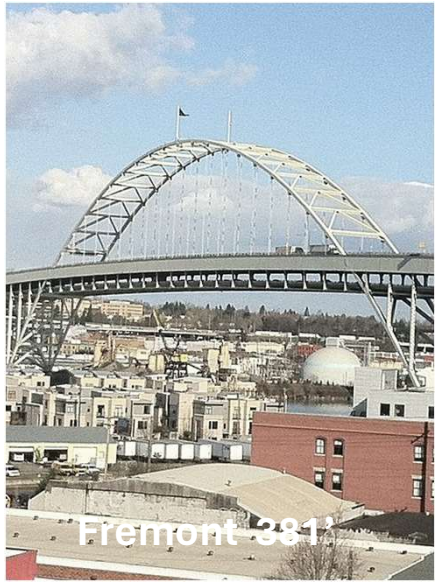
Cable-Stayed Bridge Tower : 290’ above ground
BUILDING height restriction local to east side of EQRB is 250’


BUILDING height restriction local to east side of EQRB is 250’
Arch Bridge Height : 130’/150’ above ground







Structure Height Comparisons

CSB tower height	**290’** above ground
	250’ above deck
Arch height	**130’** above ground
	90’ above deck
Long Arch height	**150’** above ground
	110’ above deck

The Yard / MLK5 **~200’** above ground

Convention Cntr spires ~ **325’** above ground

Steel Bridge ~ **260’** above water

Big Pink **~540’** above ground

Broadway Bridge **~150’** above water

Fremont Bridge - **381’**

Tilikum Crossing - **180’**

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CONCRETE BRIDGE TOWER

WEATHERING STEEL ARCH

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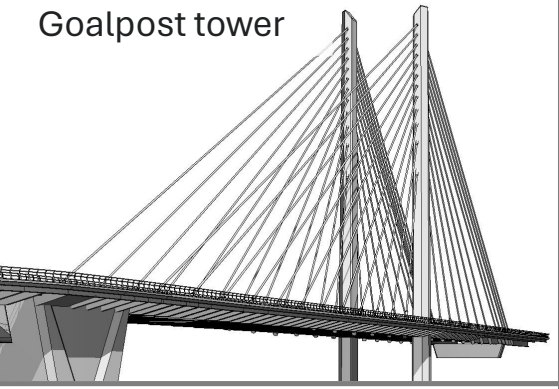
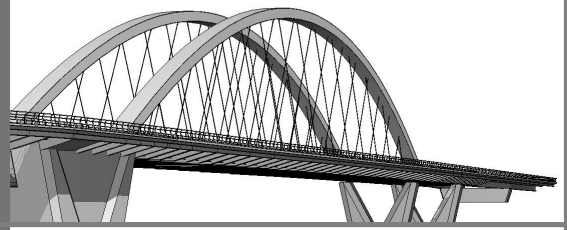
Goalpost tower



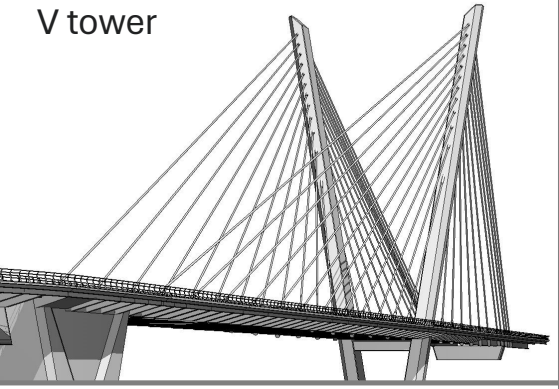
Tilikum Crossing, Willamette River OR

Unbraced vertical arches



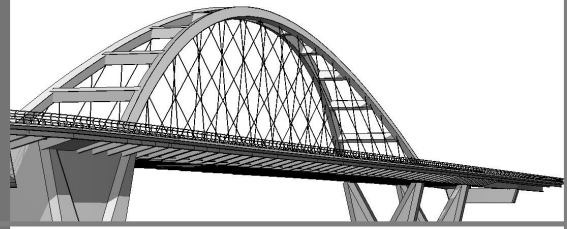
Hastings Bridge, Mississippi River MN

V tower



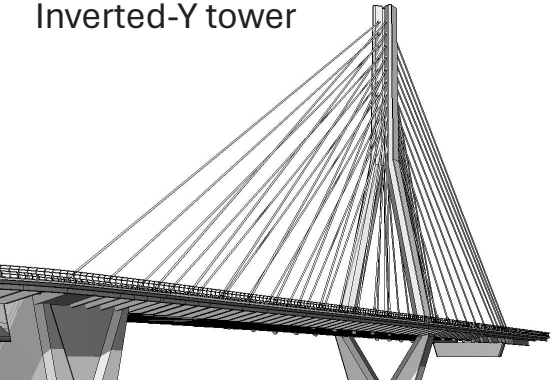
Tappan Zee Bridge, Hudson River NY

Braced basket-handle arch



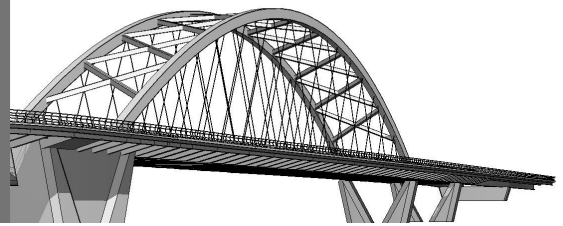
Lowry Ave Bridge, Mississippi River MN

Inverted-Y tower



Veterans Memorial Bridge, Ohio River OH

Braced vertical arches



Wapato Bridge, Multnomah Channel OR

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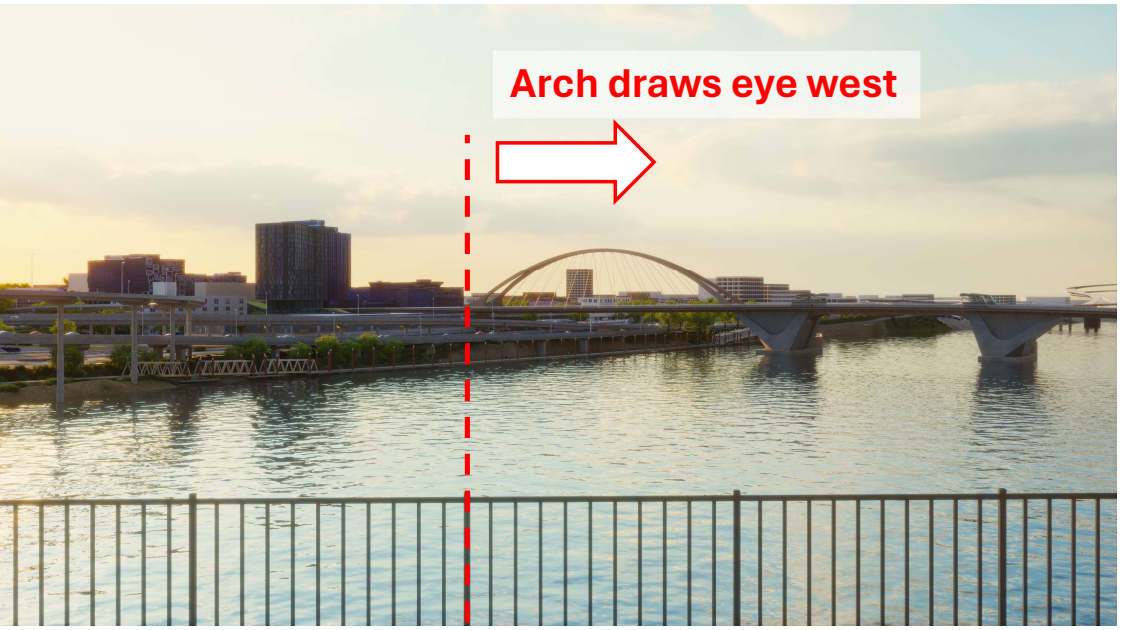
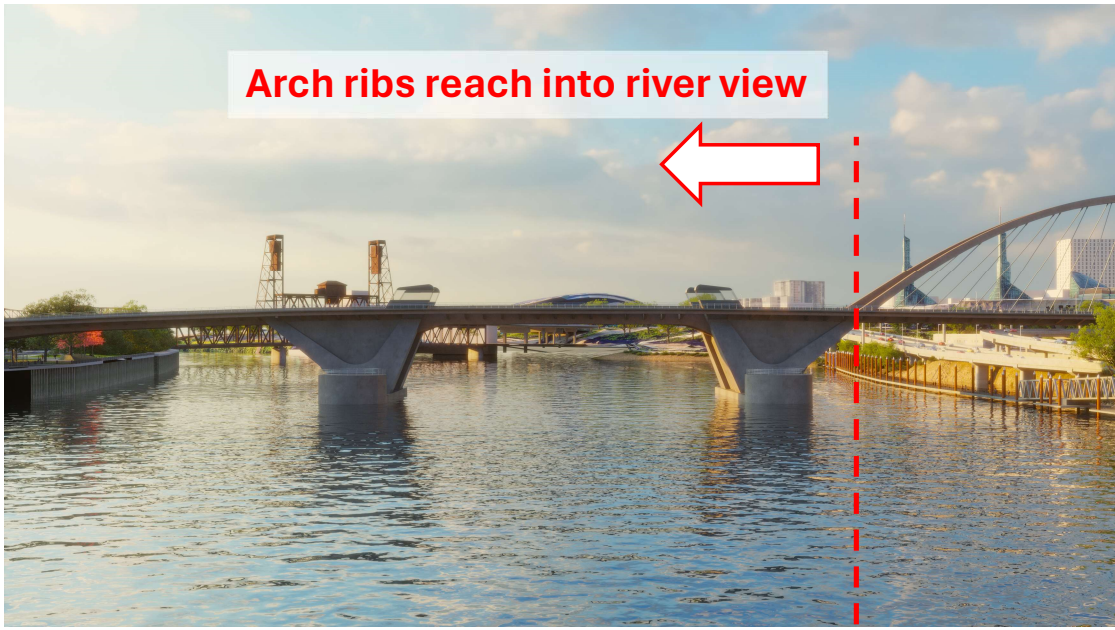
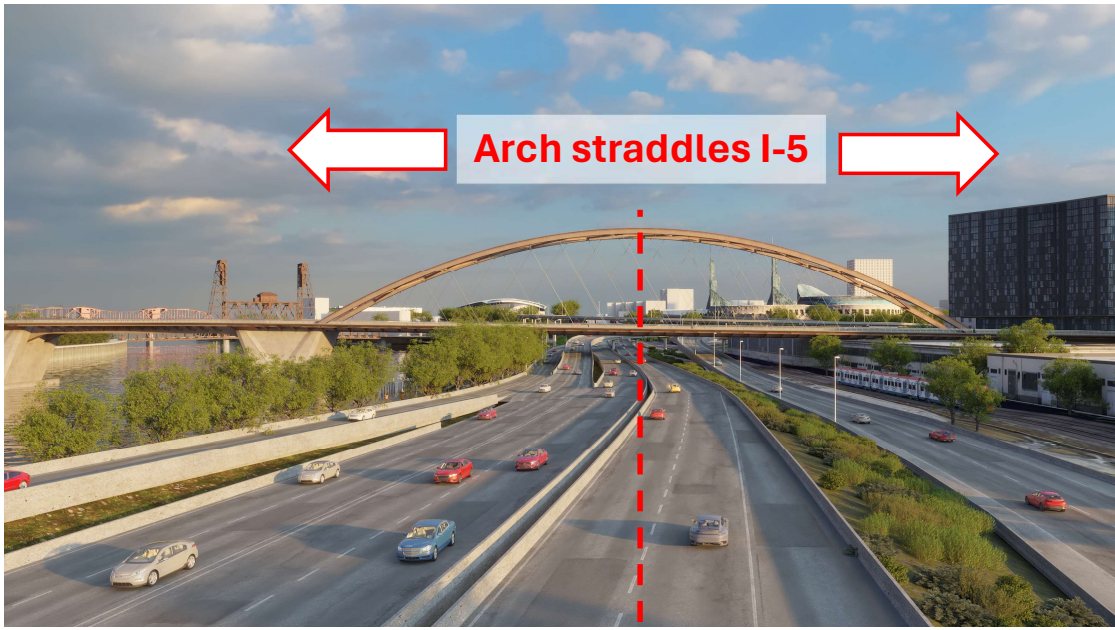

Arch draws eye west


Arch ribs reach into river view


CSB draws eye east


Cable stays retreat from river view


Arch straddles I-5


Arch straddles I-5

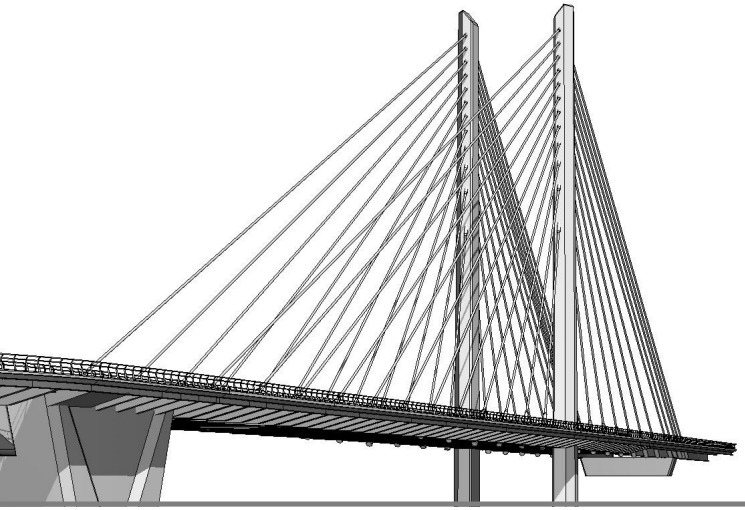

CSB tower east of I-5 corridor


CSB tower east of I-5 corridor

East Span Types

Cable Stayed (CS) Bridge Types

CS1 - Goalpost tower

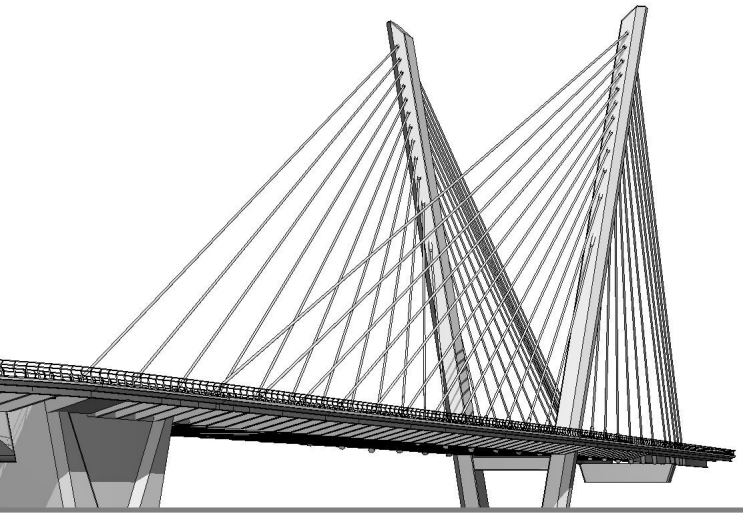


Key Attributes:

- Two vertical towers that can be shaped during final design refinement
- Has a modern style, and is similar in look to the Tilikum Bridge
- Towers extend to ~90ft above the height of The Yard
- Transparent and open feel when viewed from I-5 / I-84
- Creates open portal when viewed from bridge's roadway section

Cable Stayed (CS) Bridge Types

CS2 - V tower

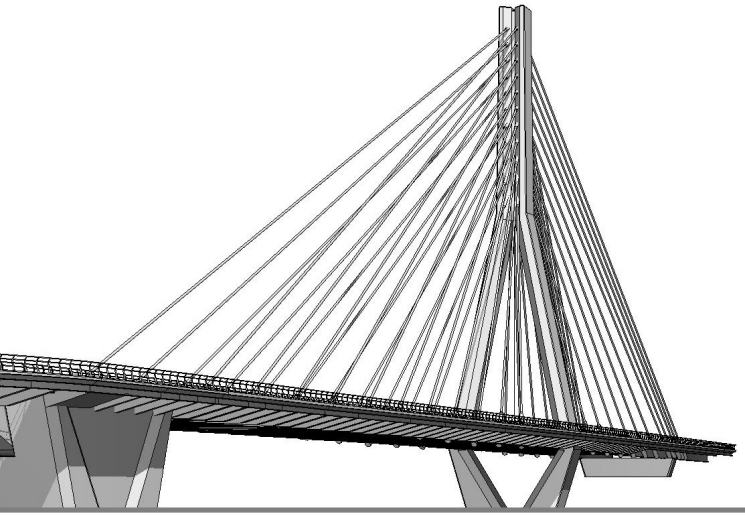


Key Attributes:

- Two externally leaning towers that create a “V” shape
- Creates a unique, modern style for Portland
- Towers extend to ~90ft above the height of The Yard
- Transparent and open feel when viewed from I-5 / I-84
- Creates “V” shaped, open portal when viewed from bridge’s roadway section, but competes with buildings

Cable Stayed (CS) Bridge Types

CS3 - Inverted-Y tower

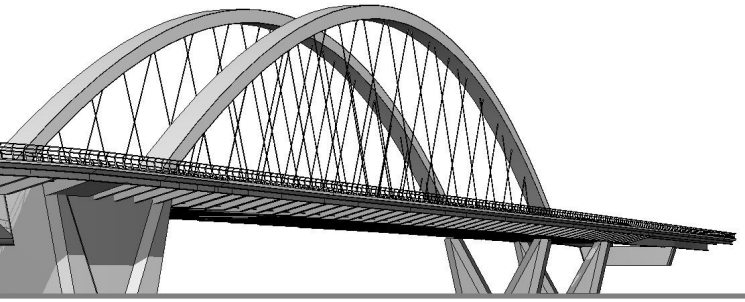


Key Attributes:

- A triangularly shaped tower that extends to a single column above the roadway
- Creates a unique, modern style for Portland
- Towers extend to ~90ft above the height of The Yard
- Transparent and open feel when viewed from I-5 / I-84
- Creates an “Inverted-Y shape portal when viewed from bridge’s roadway occupying the gap between buildings

Tied Arch (TA) Bridge Types

TA1 – Unbraced vertical arches



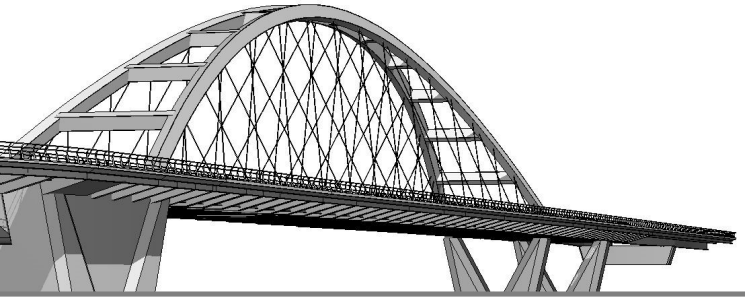
Key Attributes:

- Hallmarked by an open, 570’ long arch that extends from the in-water pier to a support near 2nd Ave
- Creates a more conventional arch unique for Portland*
- Arch top is 70’ below the top of The Yard
- Weathering-steel arch ribs are a dominant feature
- Creates open portal when viewed from bridge’s roadway section

* Although similar to Blumenauer Bridge

Tied Arch (TA) Bridge Types

TA2 - Braced basket-handle arch

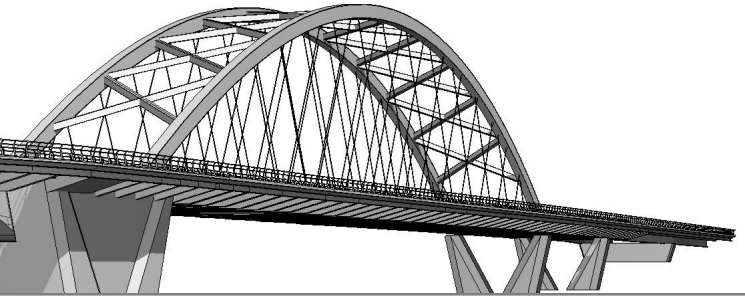


Key Attributes:

- Possesses 570’-long, inwardly slanted arch ribs
- The arch extends from the in-water pier to a support near 2nd Ave
- Creates a more modern arch unique for Portland
- Arch top is 70’ below the top of The Yard
- Weathering-steel arch ribs are a dominant feature
- Creates a portal with the bracing when viewed from bridge’s roadway section

Tied Arch (TA) Bridge Types

TA3 – Braced vertical arch (short)



Key Attributes:

- Hallmarked by transverse braces between its ribs, this 570’ long arch extends from the in-water pier to a support about 150’ west of E. 2nd Ave.
- Creates a more conventional arch style, similar to that of the Fremont Bridge
- Arch top is 70’ below the top of The Yard
- Weathering-steel arch ribs are a dominant feature
- Creates a narrow portal when viewed from bridge’s roadway section

View Comparisons

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2-Braced basket-handle arch

TA3- Braced vertical arches

CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower

TA1-Unbraced vertical arches

TA2b-Braced basket-handle arch (long)

TA3b- Braced vertical arches (long)

Questions & Discussion

Public Comment

Public Comment

- State your first and last name
- Speak clearly and concisely
- Limit your comment to three minutes

If you have questions that you would like a response to, please submit them to burnsidebridge@multco.us

Next Steps & Closing Remarks

CDAG Workplan thru Type Recommendation

Public Input
Online Open House (6/24 – 7/31)

This Meeting

Mtg #6
(5/30/24)

Present Range of Options

Mtg #7
(6/6/24)

Review & Discuss Range of Options

Prepare for Public Online Open House Input

Mtg #8
(8/1/24)

Review Summer Outreach & Online Open House Results

Mtg #9
(8/8/24)

Bridge Type Evaluation Process

Mtg #10
(8/15/24)

CDAG Recommendation

- Design & Historic Landmarks Commissions
- Stakeholder Briefings

County Decision on Bridge Type & Form
Sept. 2024

Next Steps

- CDAG Mtg #7: June 6, 6-8 p.m.
- Summer Outreach: Late June through July 31

Closing Remarks


Thank you