Welcome

Community Design Advisory Group
Meeting #12

Multnomah County Department of Community Services Transportation Division

January 23, 2025

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. CDAG Workplan Update
4. Bridge Design Updates
5. Bridge Lighting
6. Urban Design Opportunities
7. Public Comment Period
8. Next Steps & Closing Remarks

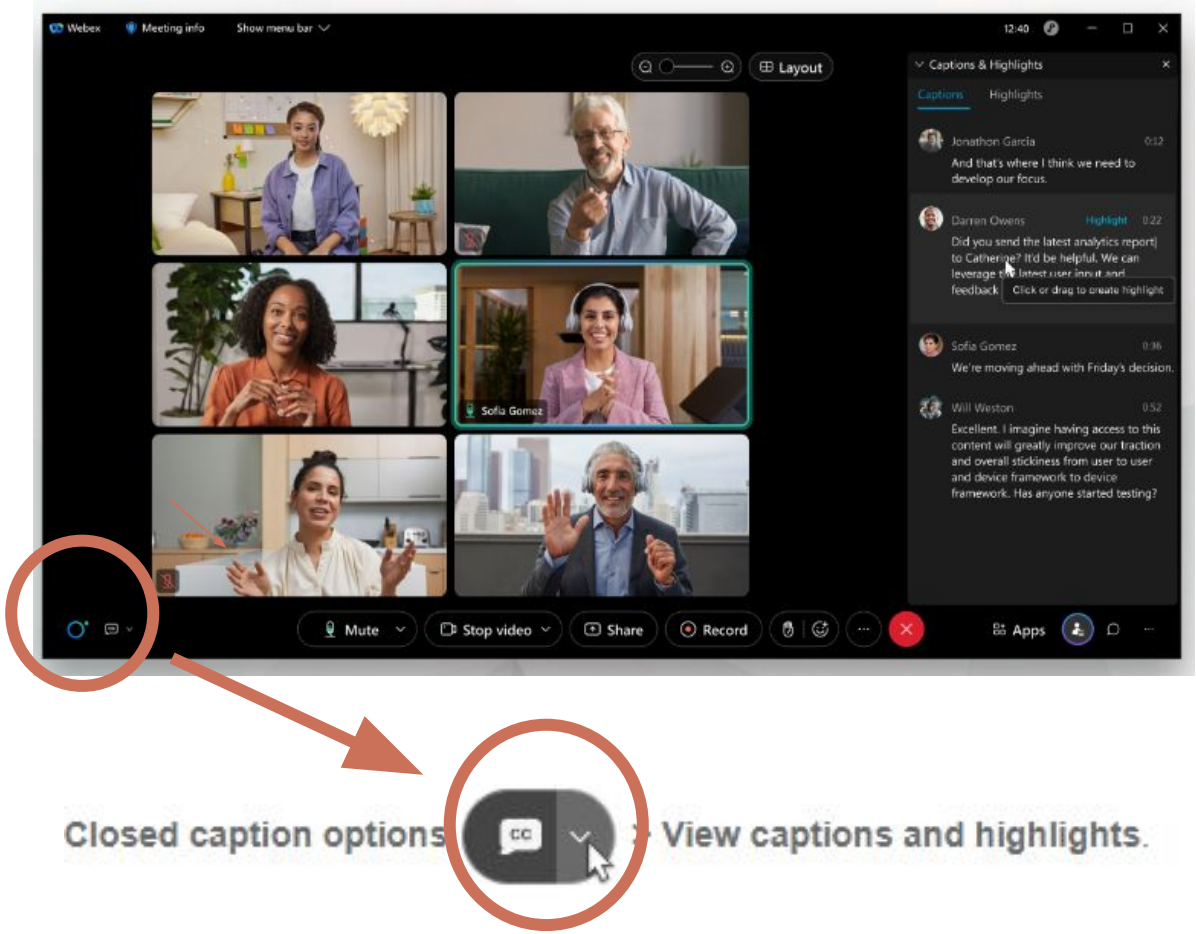
Housekeeping

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**.

Introductions & Roll Call

- **Aaron Whelton,** *Portland State University*
- **Anthony Jackson,** *Community Member*
- **Brian P. Kimura,** *Japanese American Museum of Oregon*
- **Carol Gossett,** *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,** *Community Member*
- **Robert Hastings,** *Willamette Light Brigade*
- **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*

CDAG Workplan

CDAG Workplan

Remaining CDAG Meetings

- January 23, 2025 (today)
- March 20, 2025 (date TBD)
- May 2025 (TBD)

CDAG Discussion Topics

- West approach
- Tower shaping
- Bridge lighting
- Pier cladding
- Operator house
- Overlooks
- Public spaces under the bridge
- Cable color
- Finish/color
- Bike/ped railing/fencing
- On bridge furnishings

Bridge Design Updates

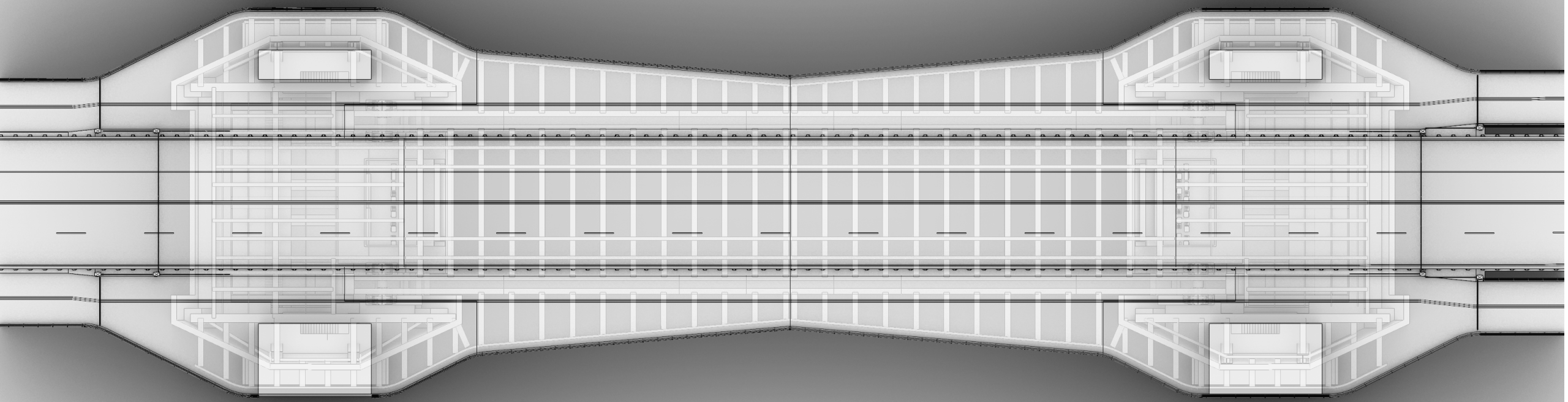
Bascule Pier Discussion

Bascule Pier

Components & Adjacencies

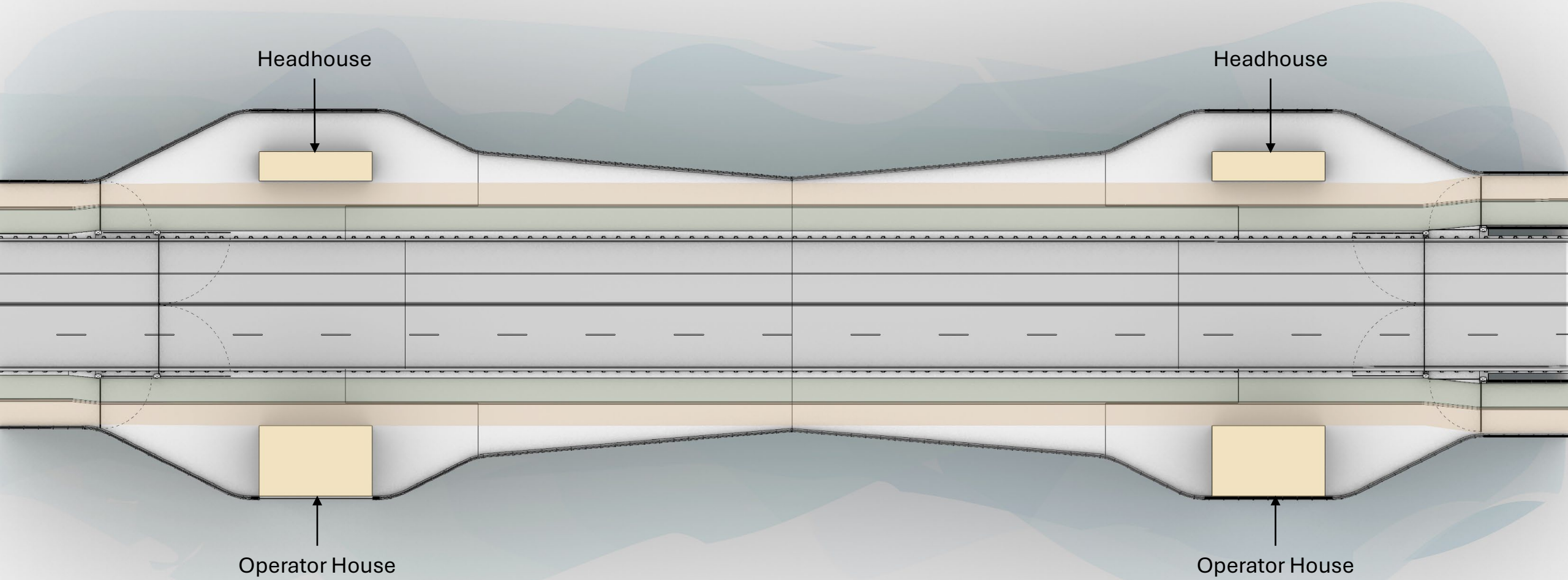
Bascule Pier – Components & Adjacencies

- Deck Extents / Superstructure / Bascule Pier



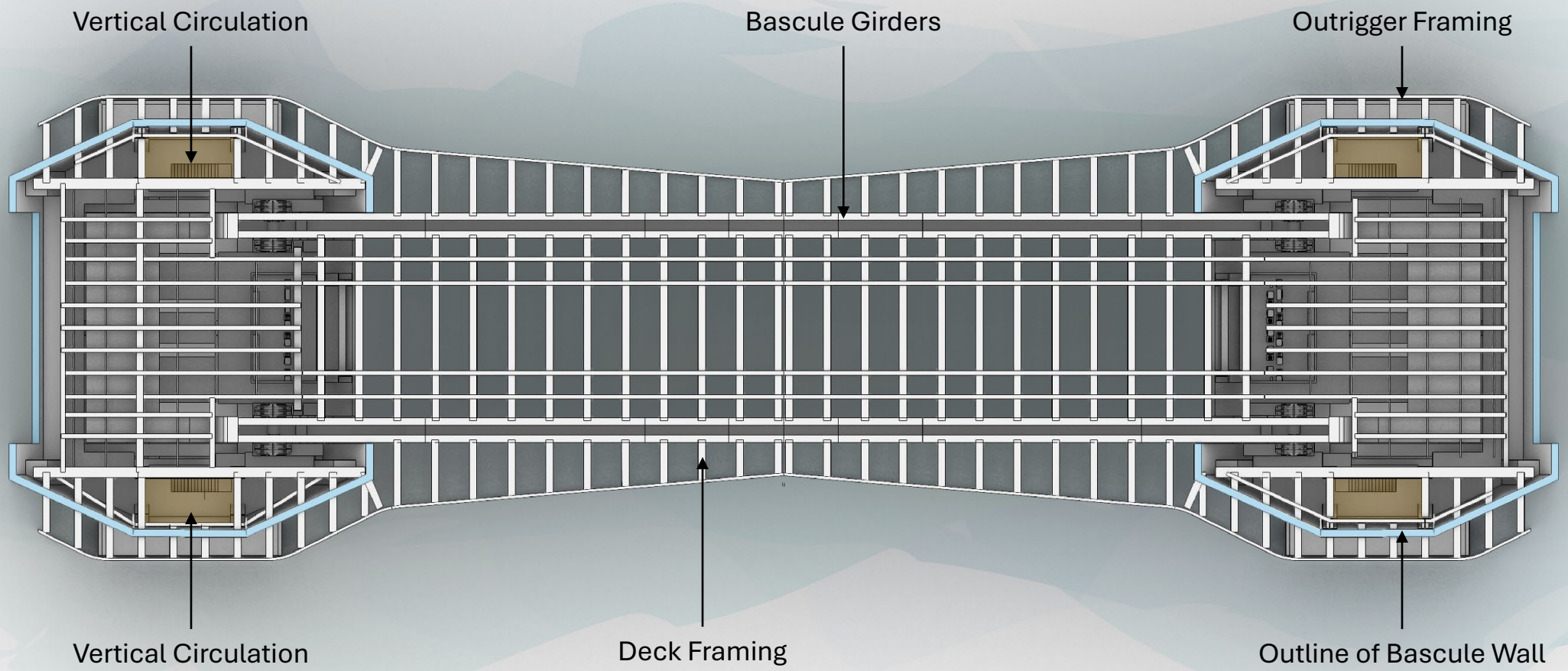
Plan

Bascule Pier – Components & Adjacencies



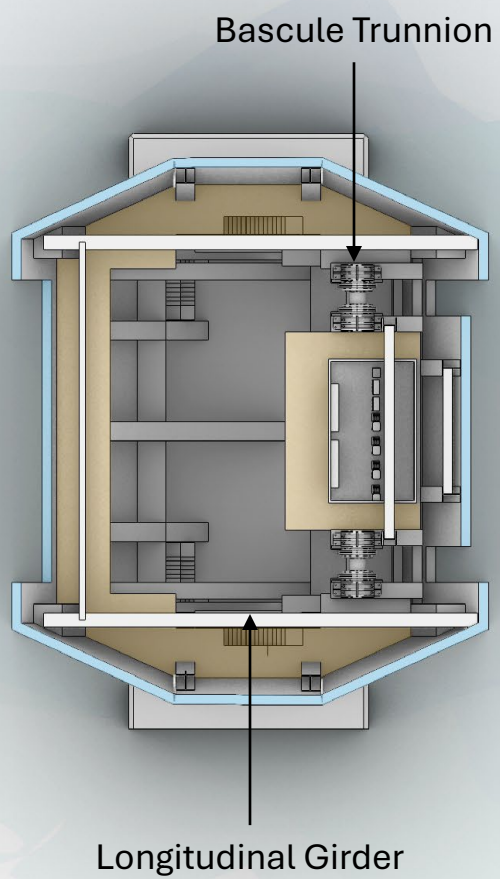
Deck Plan = El.83

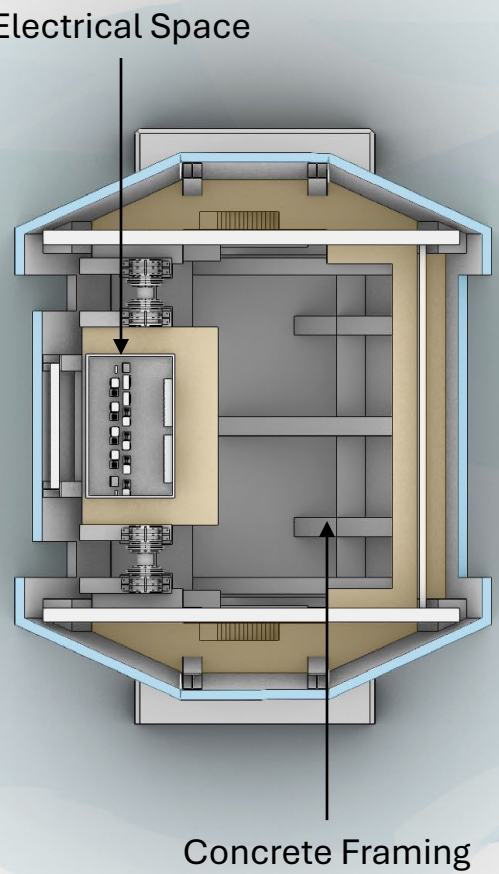
Bascule Pier – Components & Adjacencies



Superstructure Plan = El.81

Bascule Pier – Components & Adjacencies

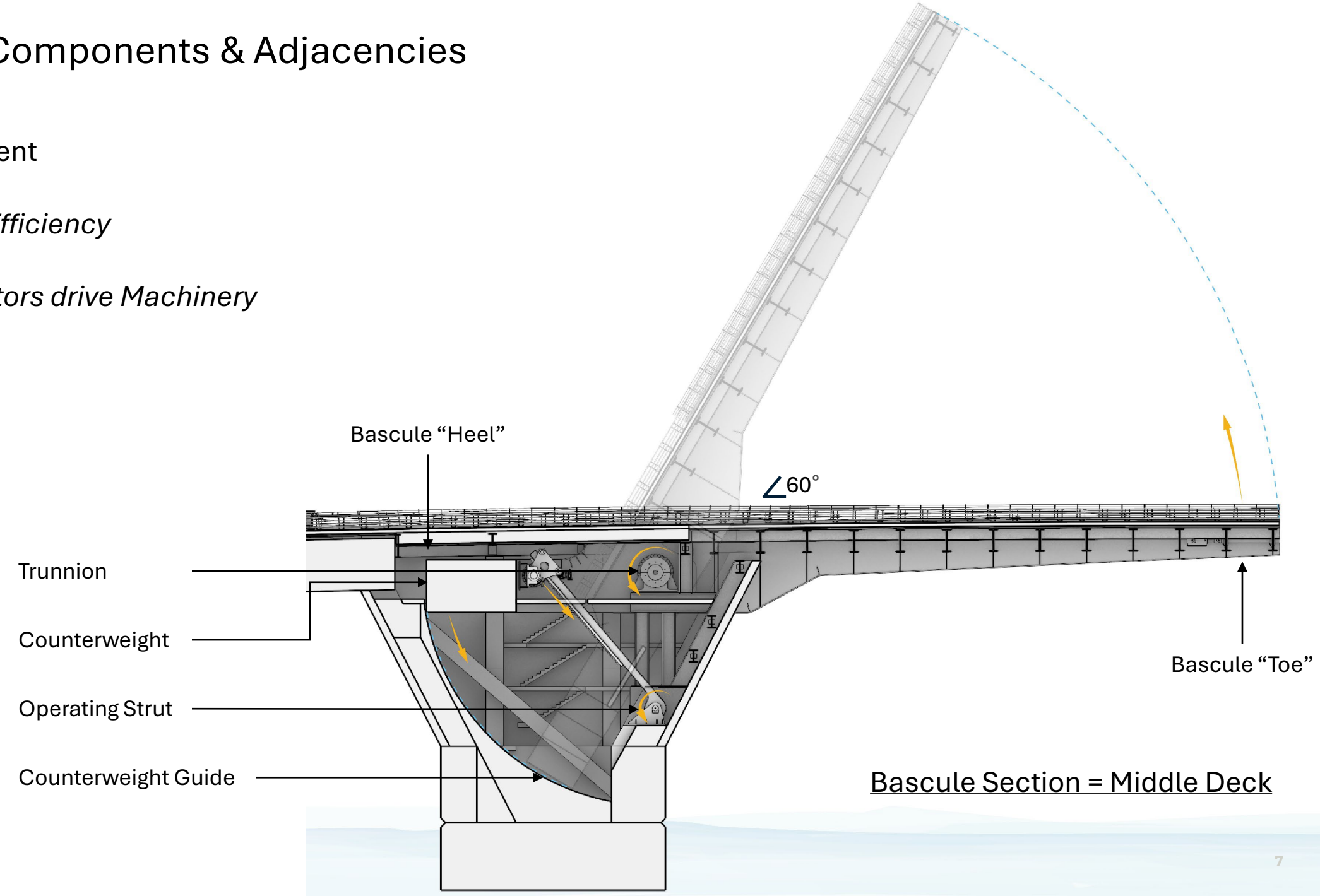




Trunnion Level Plan = El.67

Bascule Pier – Components & Adjacencies

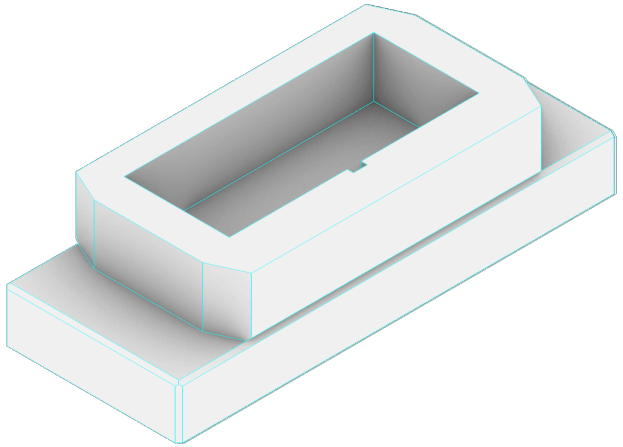
- Bascule Movement
  - *Balance = Efficiency*
  - *Electric Motors drive Machinery*



Bascule Section = Middle Deck

Bascule Pier – Components & Adjacencies

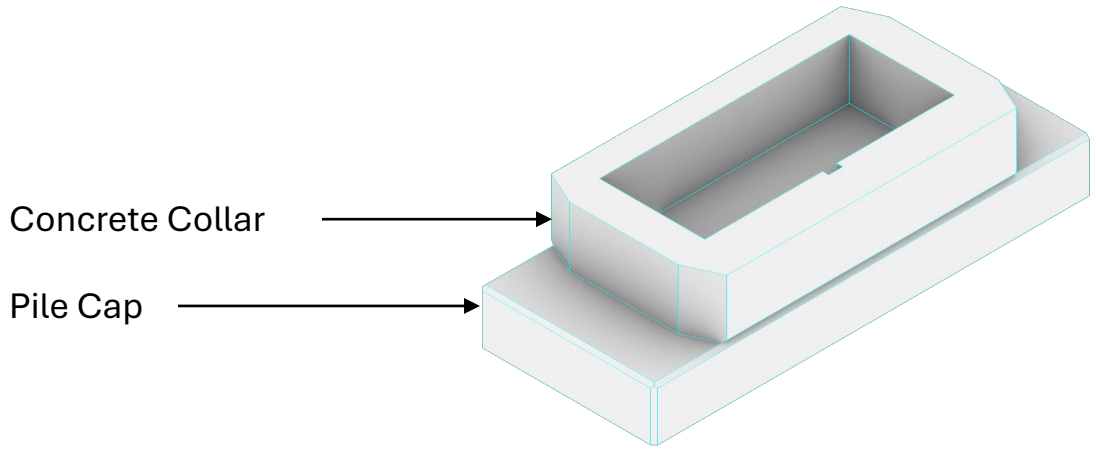
- E Pluribus Unum – Out of many, one



Bascule Pier – Components & Adjacencies

- *Pile Cap*
  - *Piles terminated and set into concrete mass*
  - *Platform that supports all the loads of the bascule span and flanking spans*

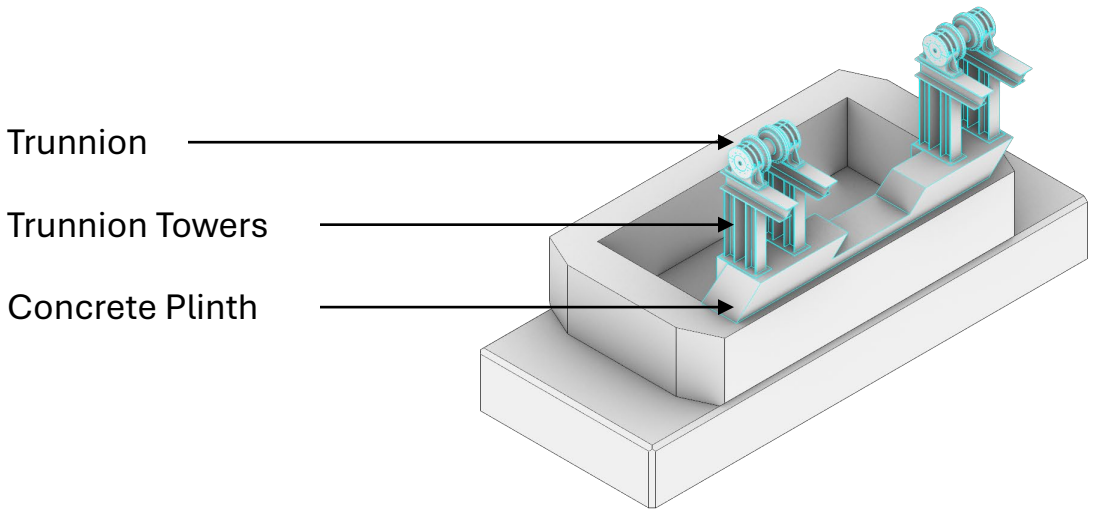
- *Concrete Collar*
  - *Negative space for counterweight swing*
  - *Mechanical components out of tidal zone*



Bascule Pier – Components & Adjacencies

- *Trunnion-The “axle”*
  - *Bearings allowing span to rotate*

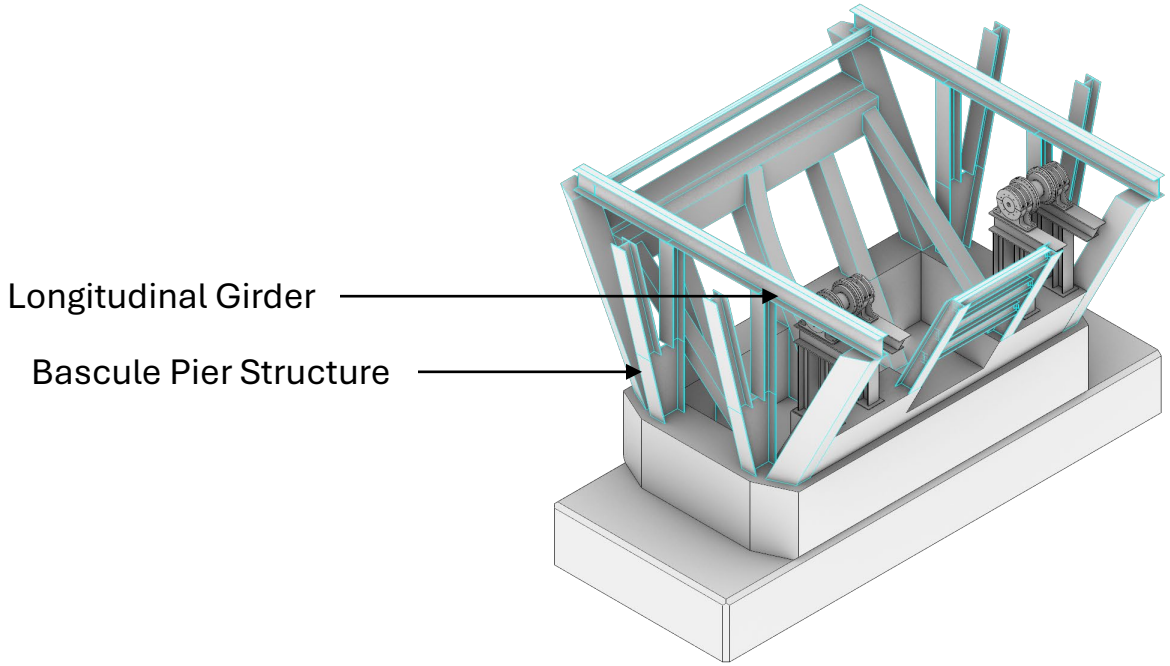
- *Trunnion Towers*
  - *Structure carrying loads from Bascule Span*



Bascule Pier – Components & Adjacencies

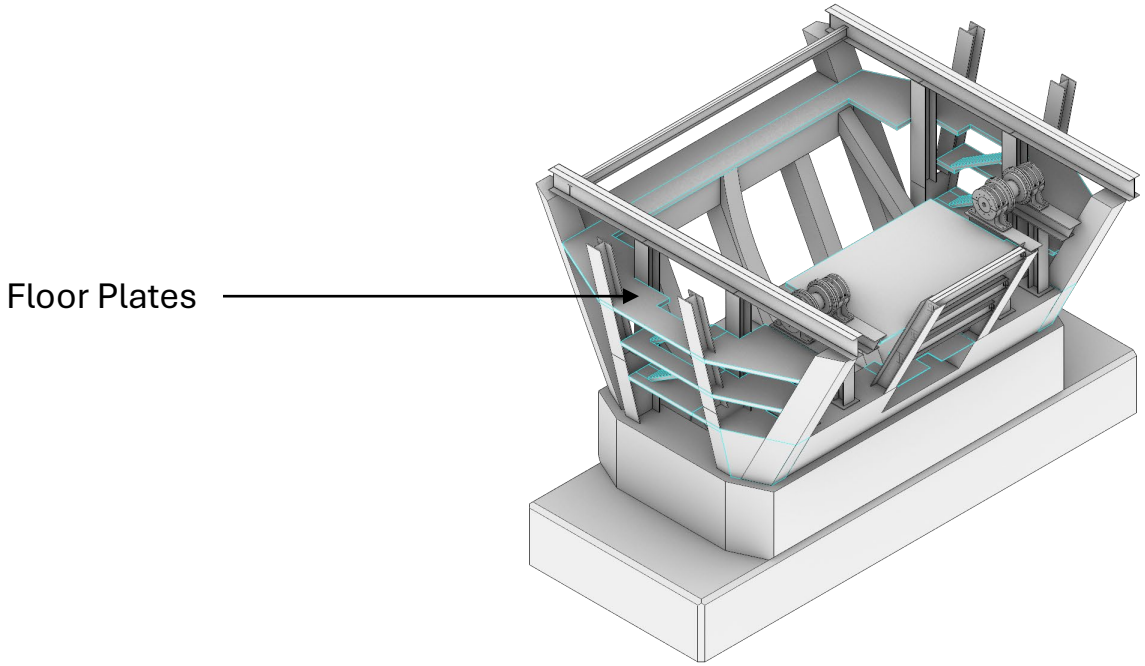
- Longitudinal Girder
  - *Transfers loads from outer fixed deck elements*

Bascule Pier Structure
  - *Establishes structure for Pier Deck / Cladding*



Bascule Pier – Components & Adjacencies

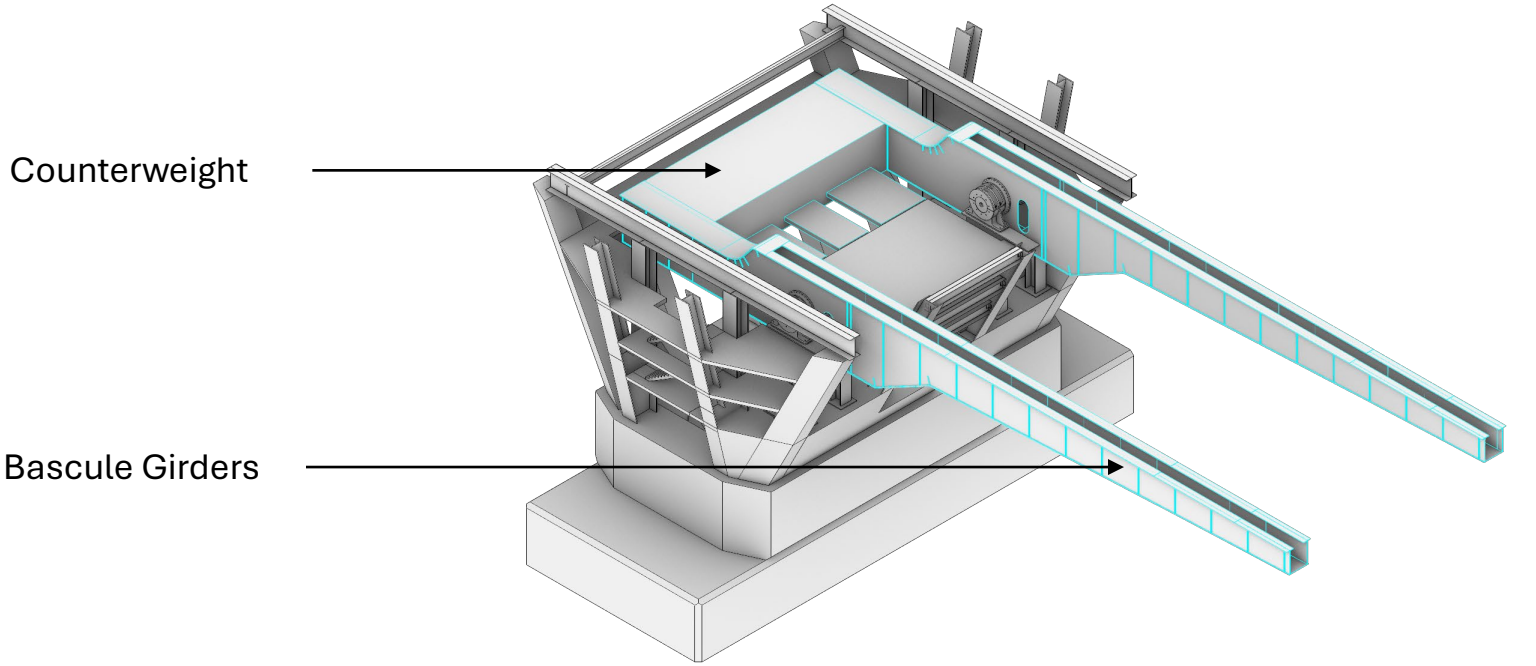
- Floor Plates
  - *Provides Horizontal Circulation*
  - *Equipment / Maintenance Spaces*



Bascule Pier – Components & Adjacencies

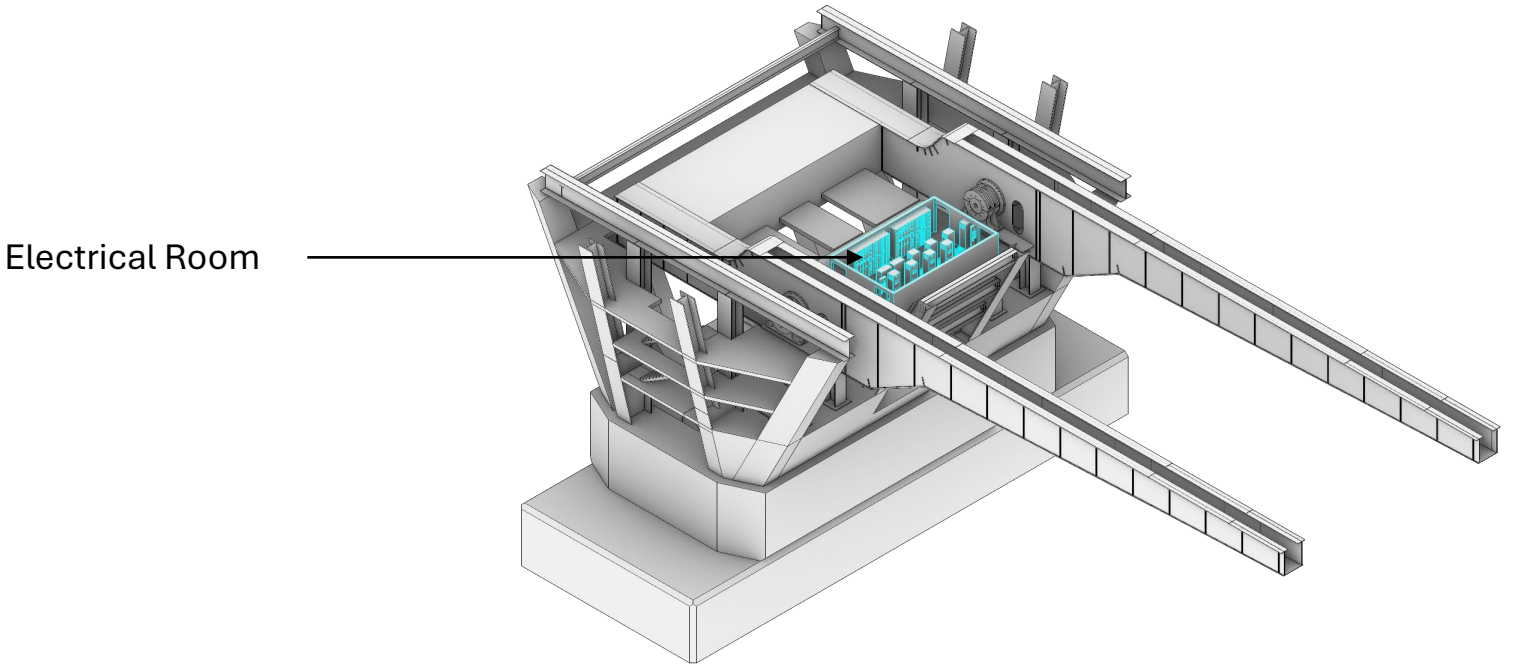
- Bascule Girders
  - *Superstructure armatures spanning into channel*

- Counterweight
  - *Mass providing counterbalance to Bascule Span*



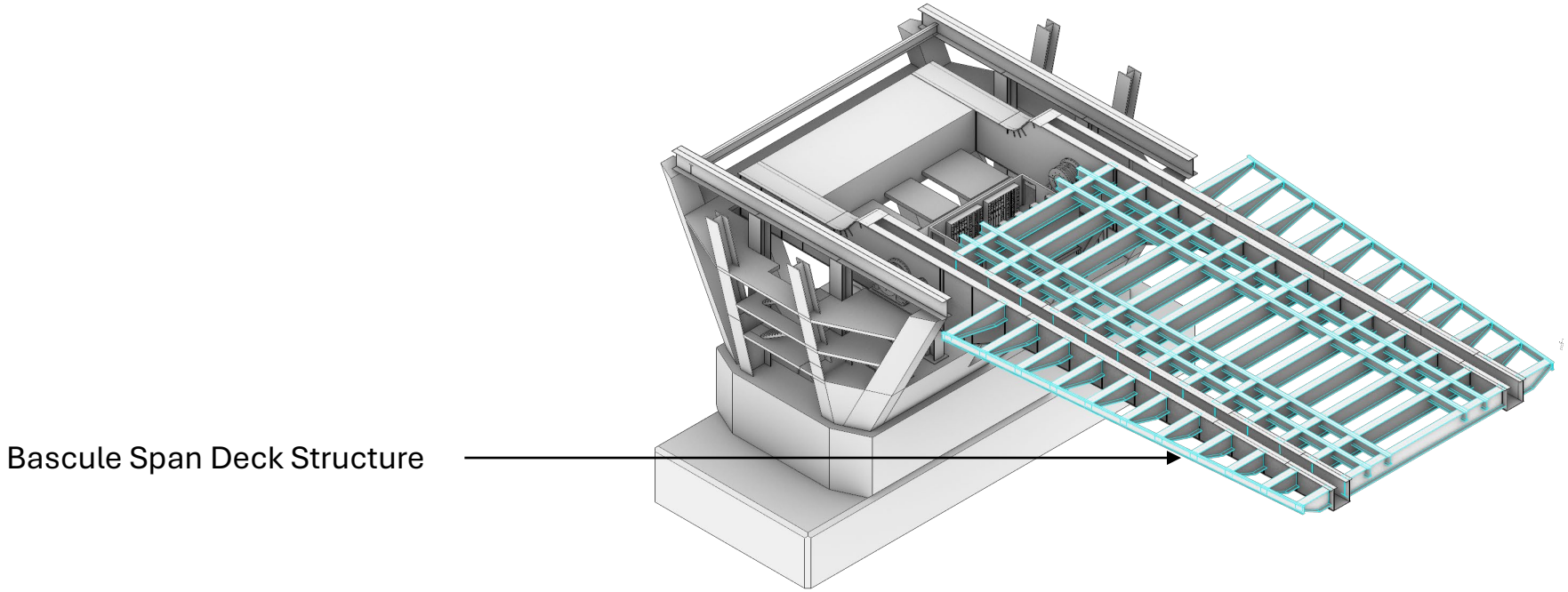
Bascule Pier – Components & Adjacencies

- Electrical Room
  - *Centralized “Brain” of Operation*
  - *Receives signal from Operator House*



Bascule Pier – Components & Adjacencies

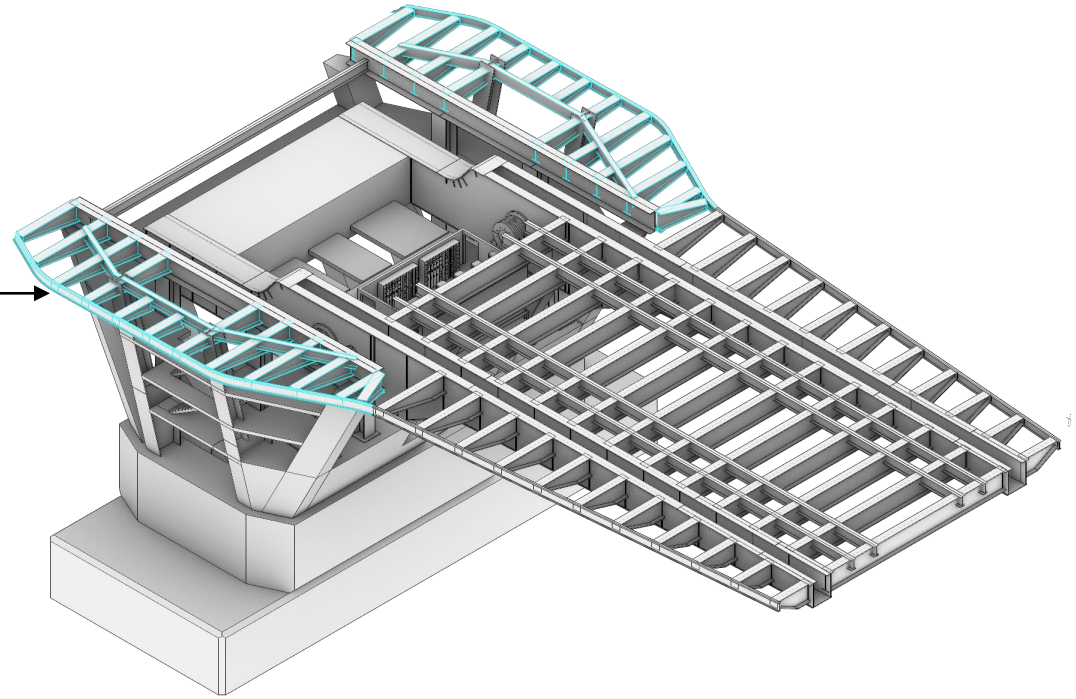
- Bascule Span Deck Structure
  - *Establishes Support for Bascule Moving Deck Extents*



Bascule Pier – Components & Adjacencies

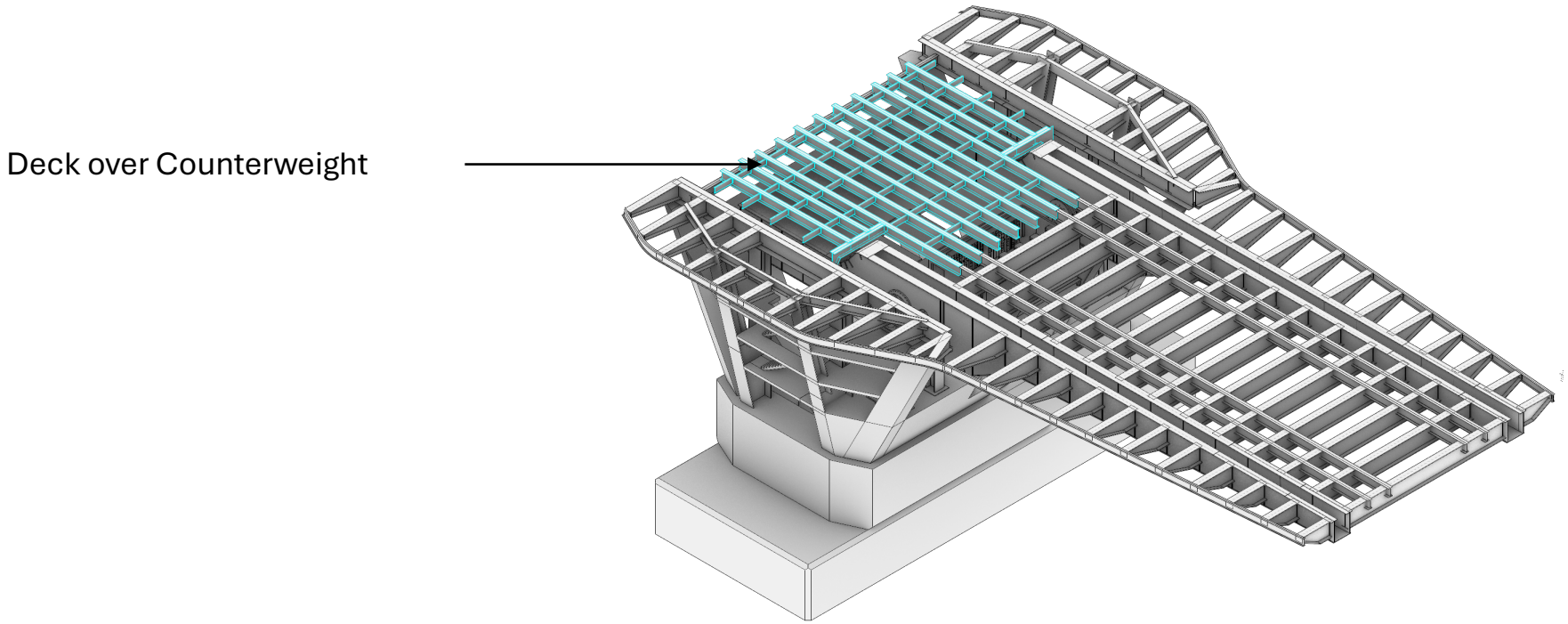
- Bascule Pier Fixed Deck Structure
  - *Establishes Support for Bascule Pier Deck Extents*

Bascule Pier Deck Structure →



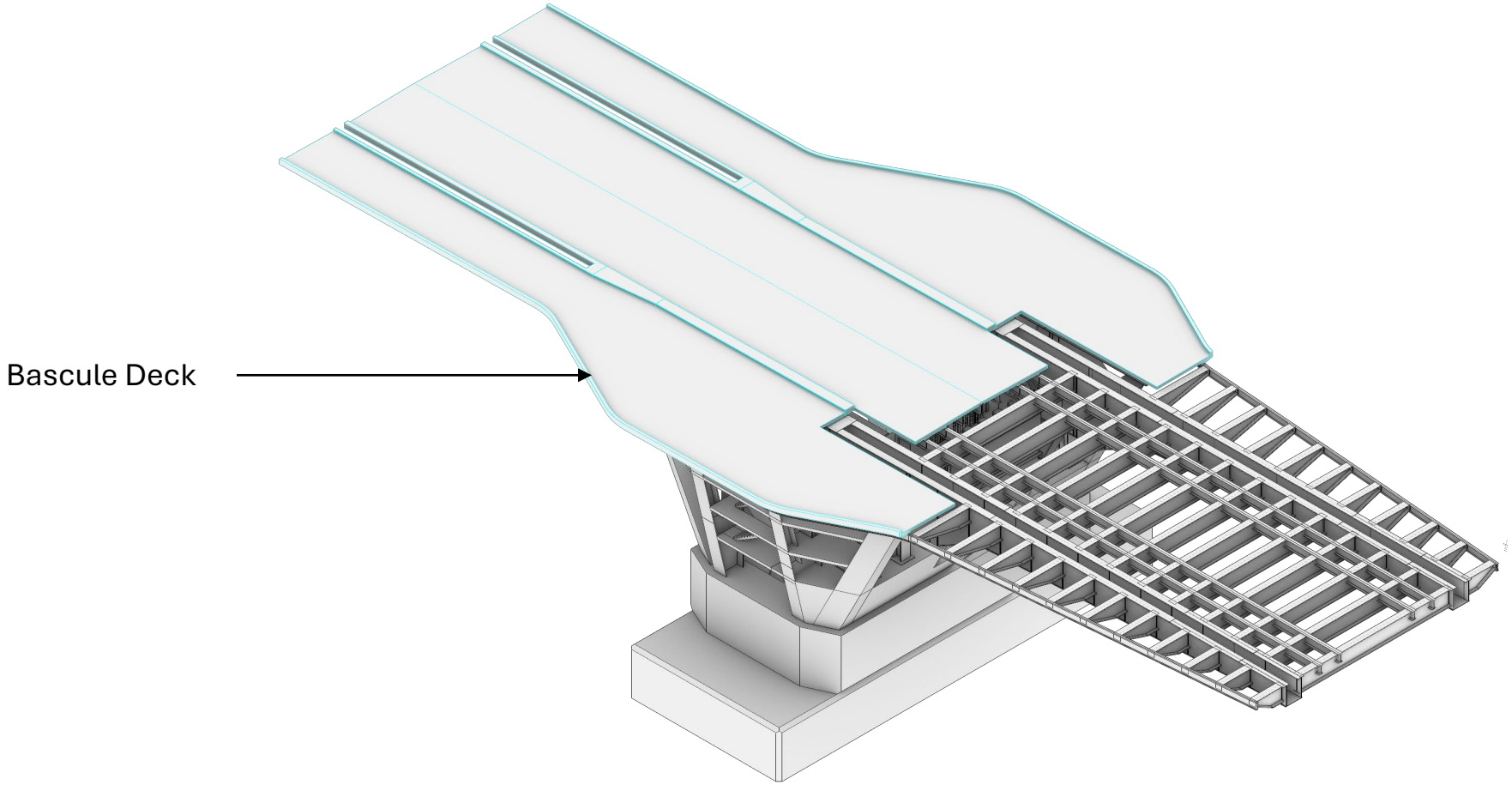
Bascule Pier – Components & Adjacencies

- Deck over Counterweight
  - *Spans Deck above area of counterweight*
  - *Carries roadway from approach span to bascule span*



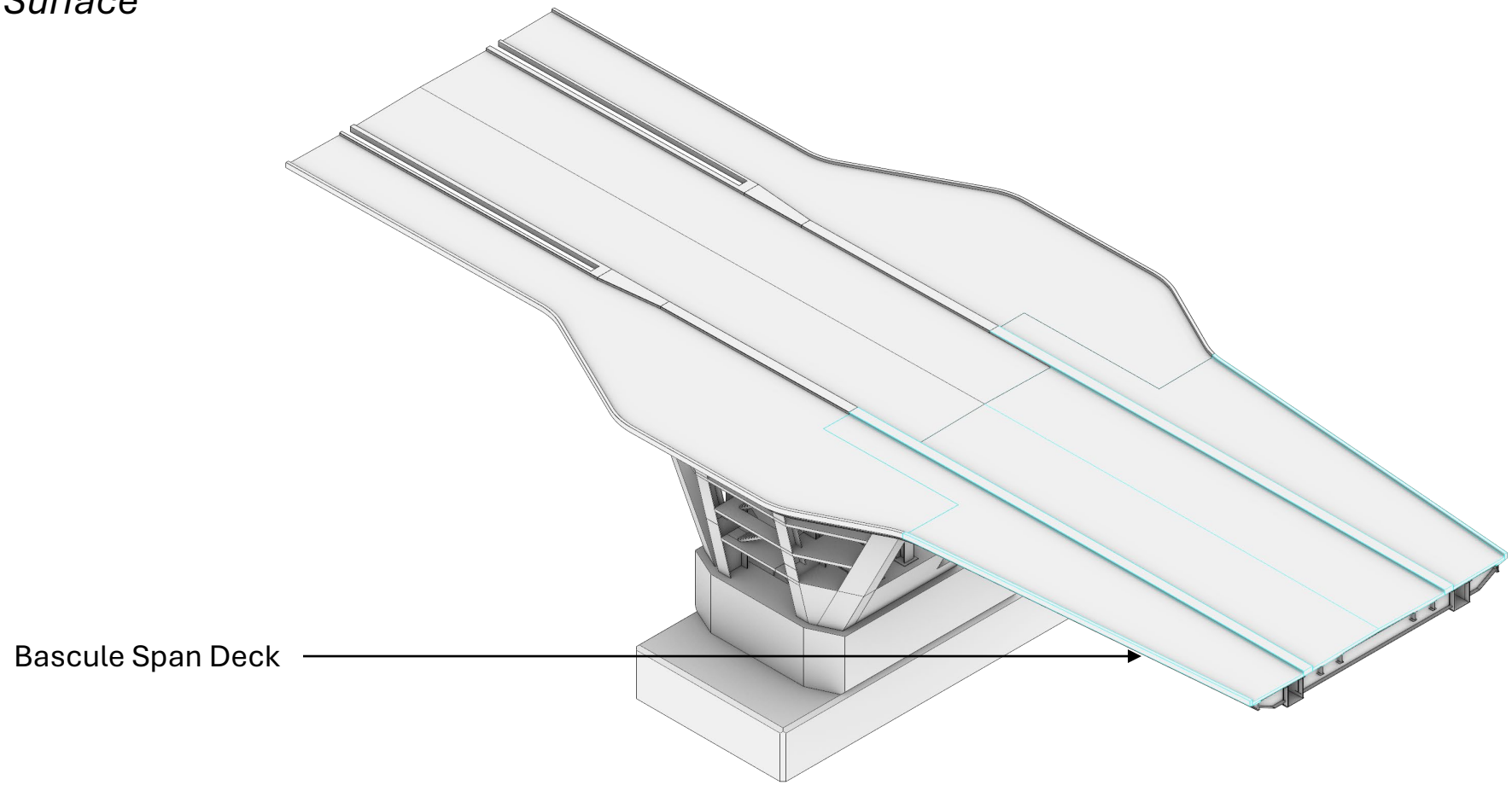
Bascule Pier – Components & Adjacencies

- Bascule Deck
  - *Deck level Surface*



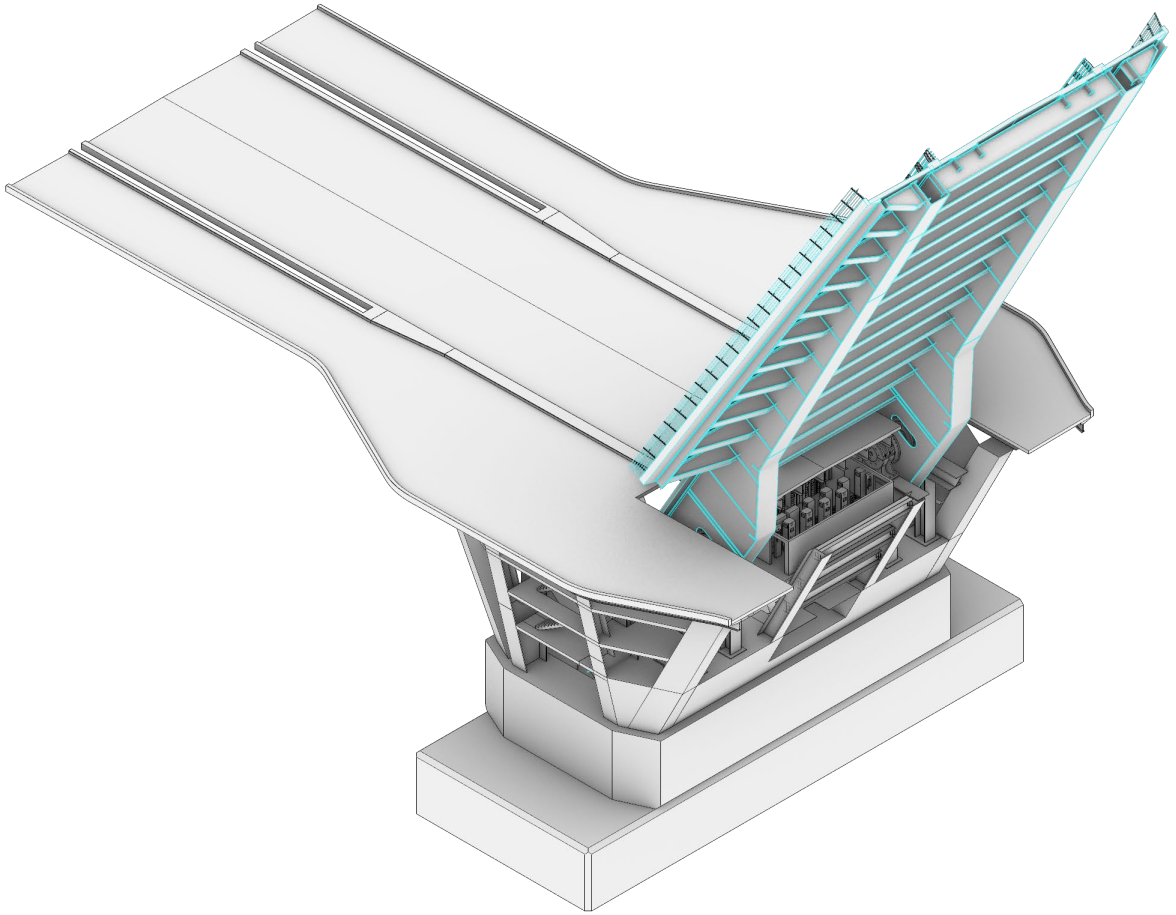
Bascule Pier – Components & Adjacencies

- Bascule Span Deck
  - *Bascule Deck Level Surface*



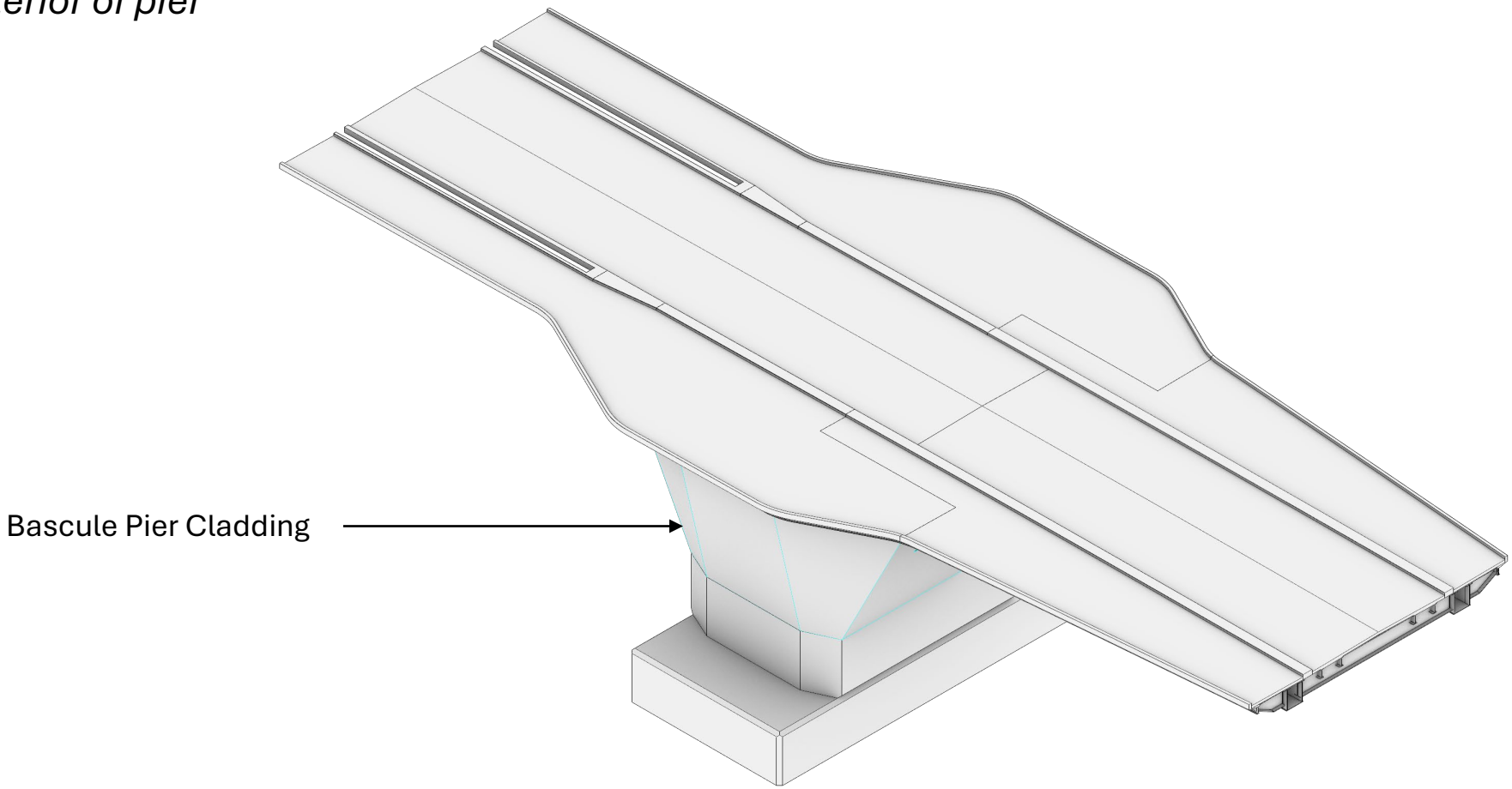
Bascule Pier – Components & Adjacencies

- Bascule Span Operation



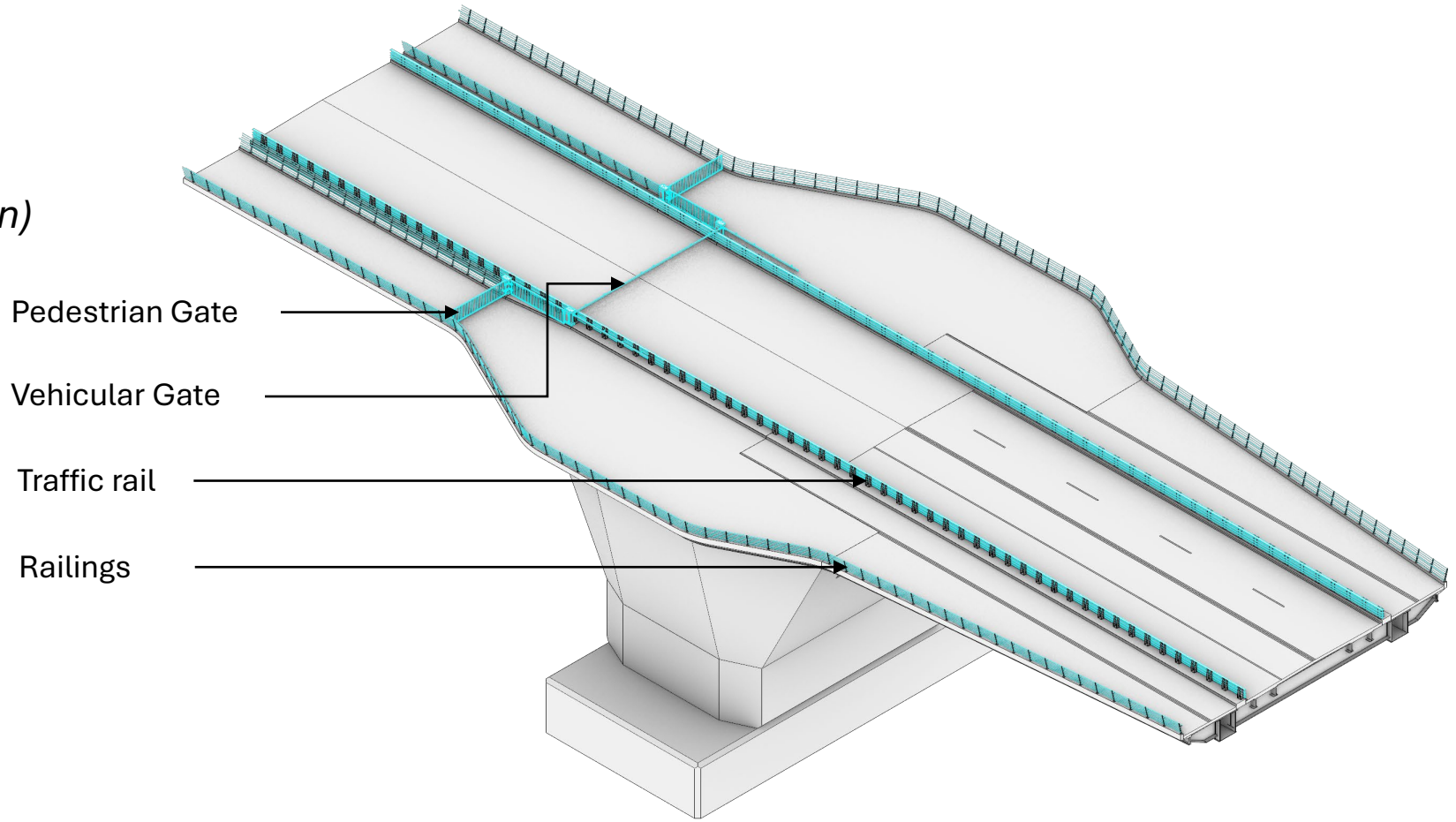
Bascule Pier – Components & Adjacencies

- Bascule Pier Cladding
  - *Shroud to protect interior of pier*



Bascule Pier – Components & Adjacencies

- Bascule Deck Level
  - *Railings*
  - *Traffic rails*
  - *Pedestrian Gates*
  - *Vehicular Gates*
  - *Operator House (not shown)*
  - *Headhouse (not shown)*



Brief Summary

The bascule assemblies are a machine
Operator houses and headhouses are components of a singular machine

The bascule assemblies are 'icebergs'
Majority (counterweights , mechanical and electrical equipment) below deck
Minority (operator facilities and maintenance access/egress) above deck

Like-for-like facilities to be provided on both bascule positions
Standard opening procedure controlled from west side operator house
Emergency/back-up opening controlled from east side operator house

Life-safety, security and utility are paramount
Two separate means of egress (stairs) are required to deck from each chamber
Deck level facilities must be robust and impermeable for unauthorized persons

There are no public functions
Operators must be not be directly visible from deck
Staff access to facilities to be from within a secure zone

Operator houses to provide:
**clear visibility of deck and stop zones *free circulation *glare reduction*
**upper level external space *secure parking *rest room *storage*
**bascule chamber access in separate 2hr fire compartment to control room*

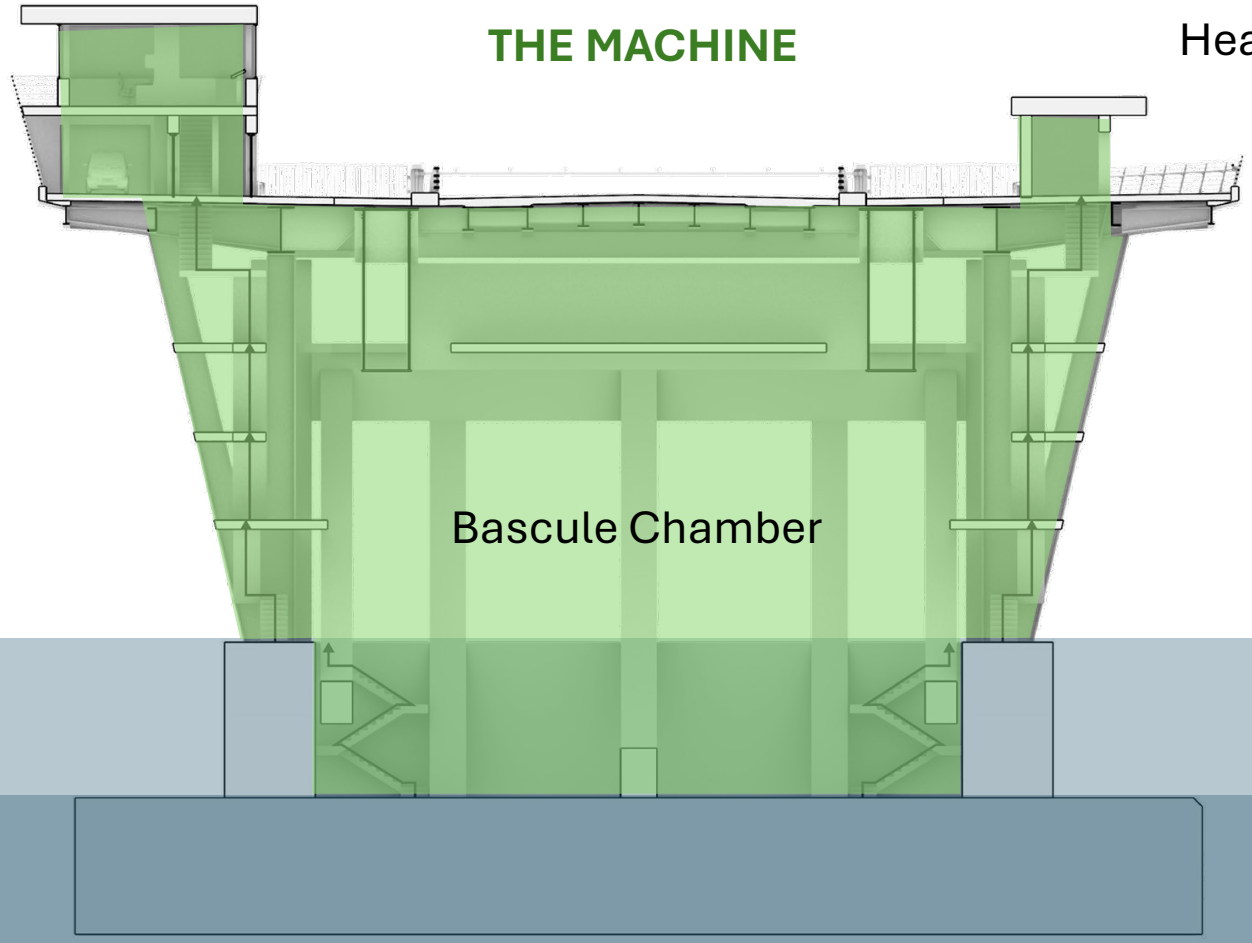
The bascule assemblies are a machine

Operator houses and headhouses are components of a singular machine

Operator House

THE MACHINE

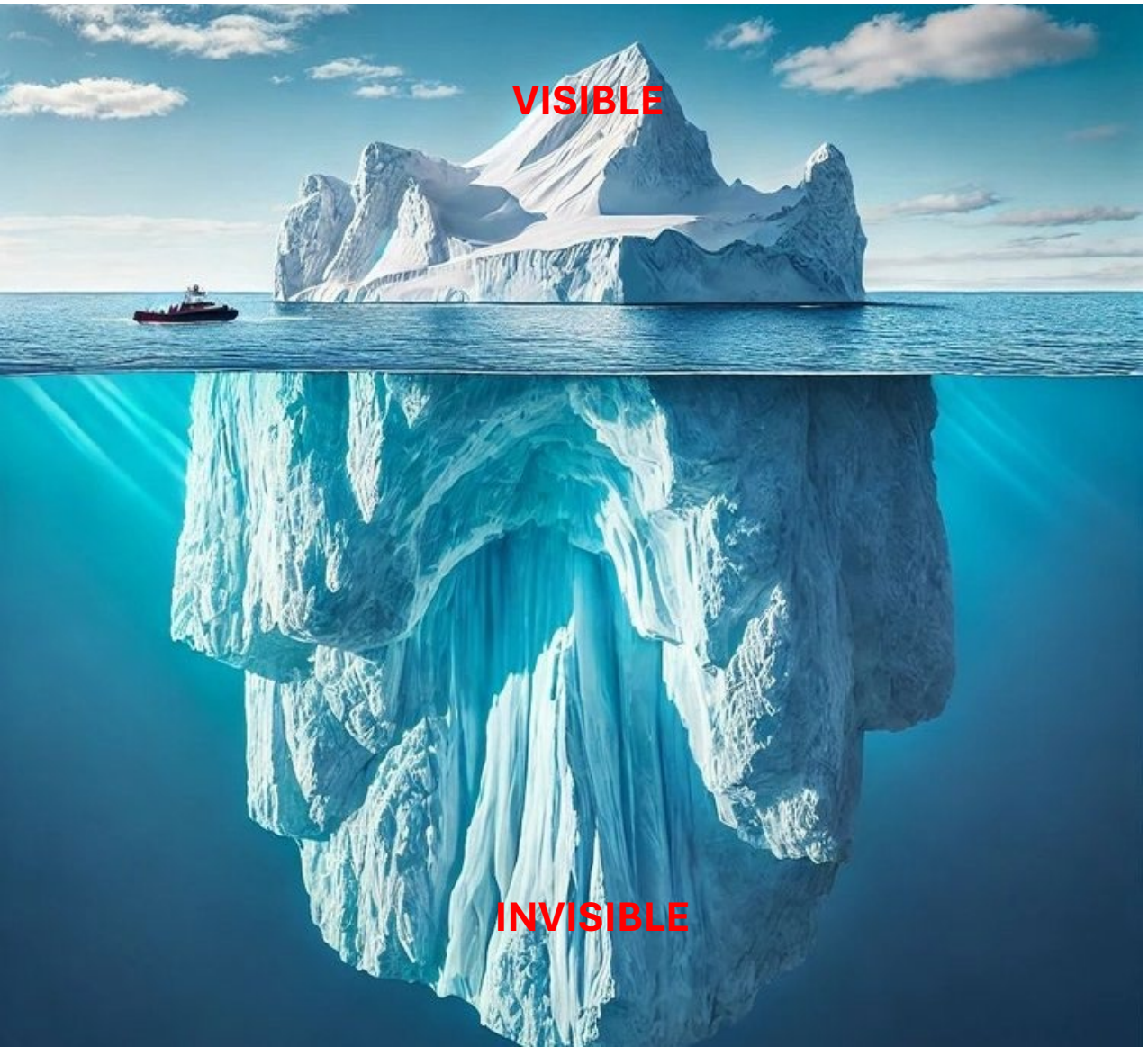
Head House

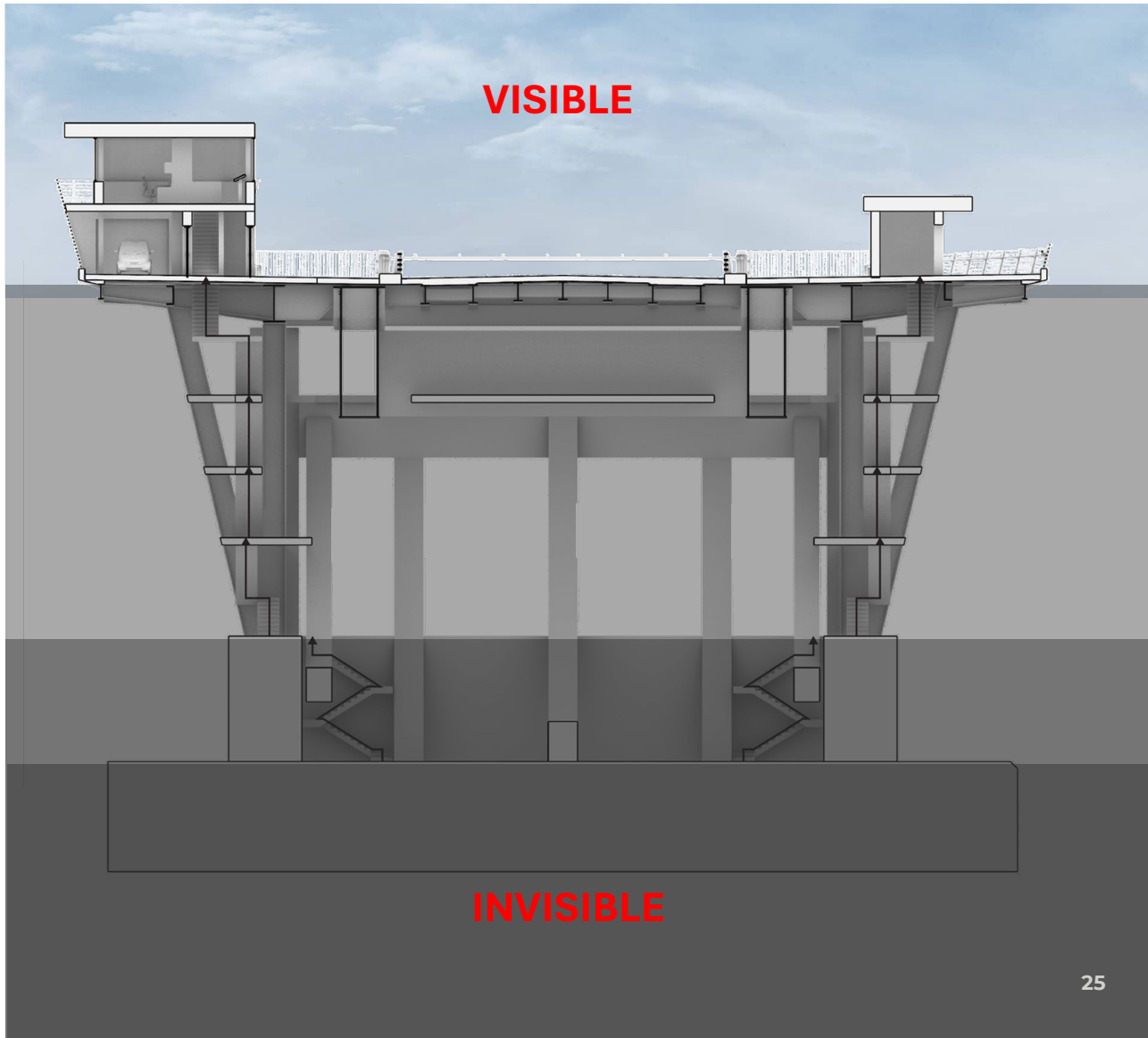


The bascule assemblies are ‘icebergs’

counterweights, mechanical and electrical equipment) below deck

operator facilities and maintenance access/egress) above deck

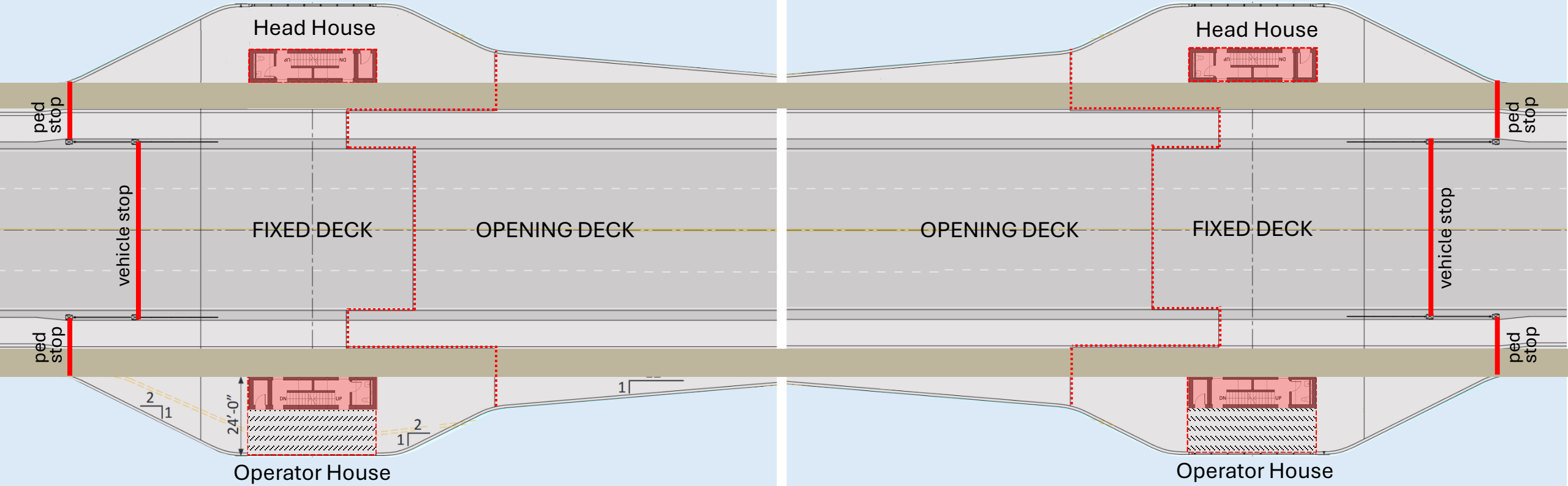




Like-for-like facilities required on both bascule positions

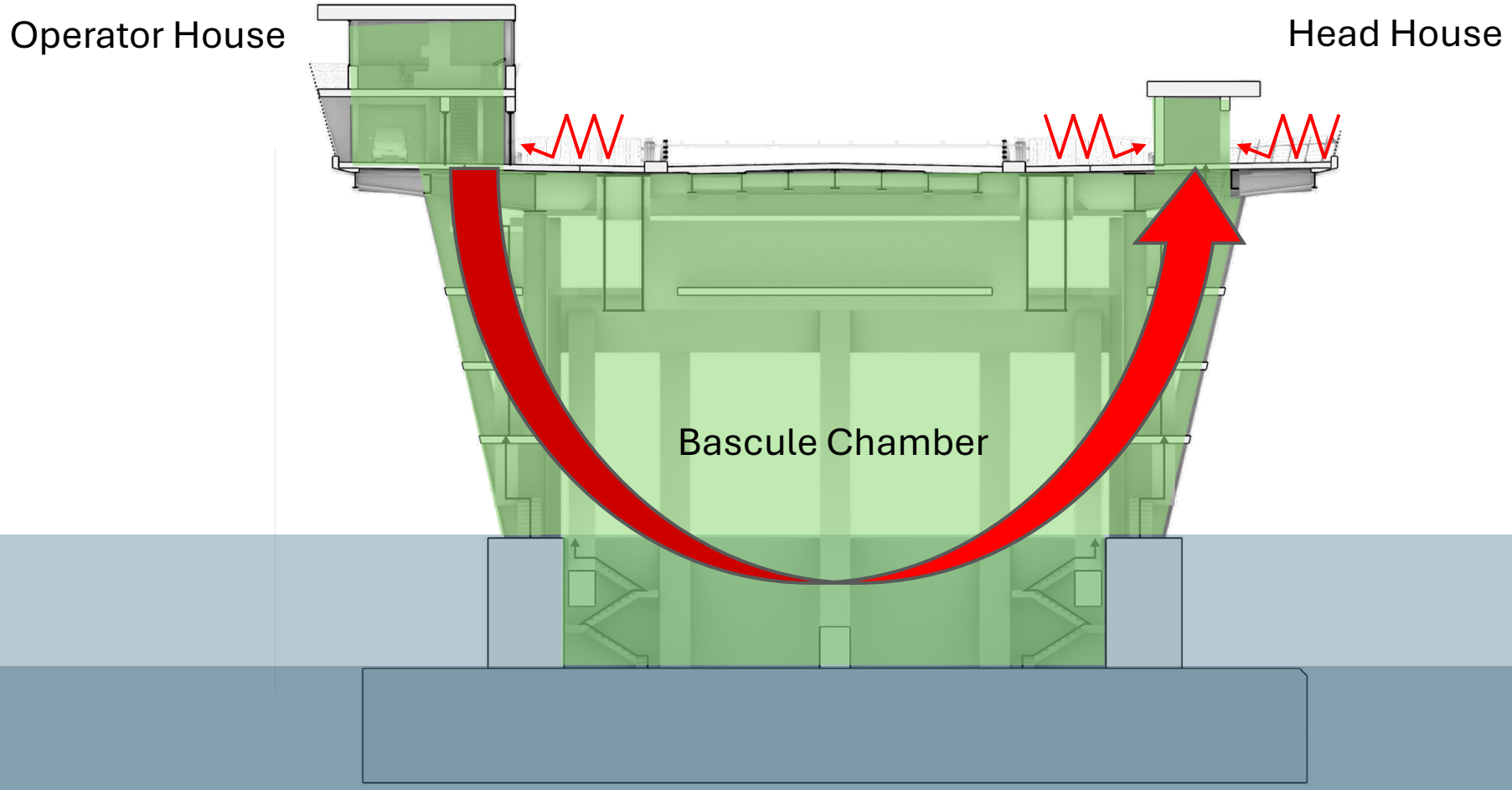
Standard opening procedure controlled from west side operator house

Emergency/back-up opening controlled from east side operator house



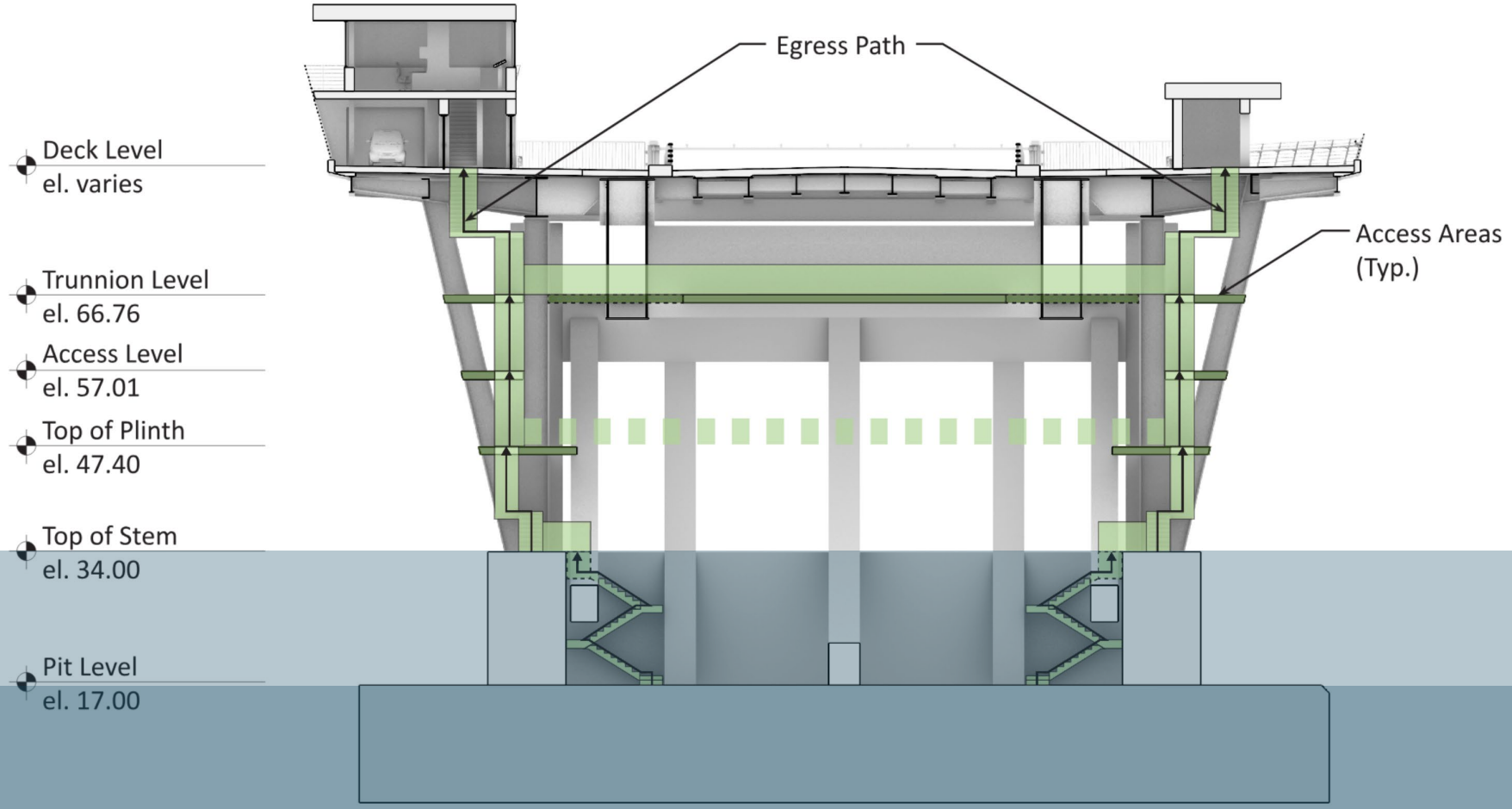
Life-safety, security and utility are paramount

Two separate means of egress (stairs) are required to deck from each chamber
Deck level facilities must be robust and impermeable for unauthorized persons



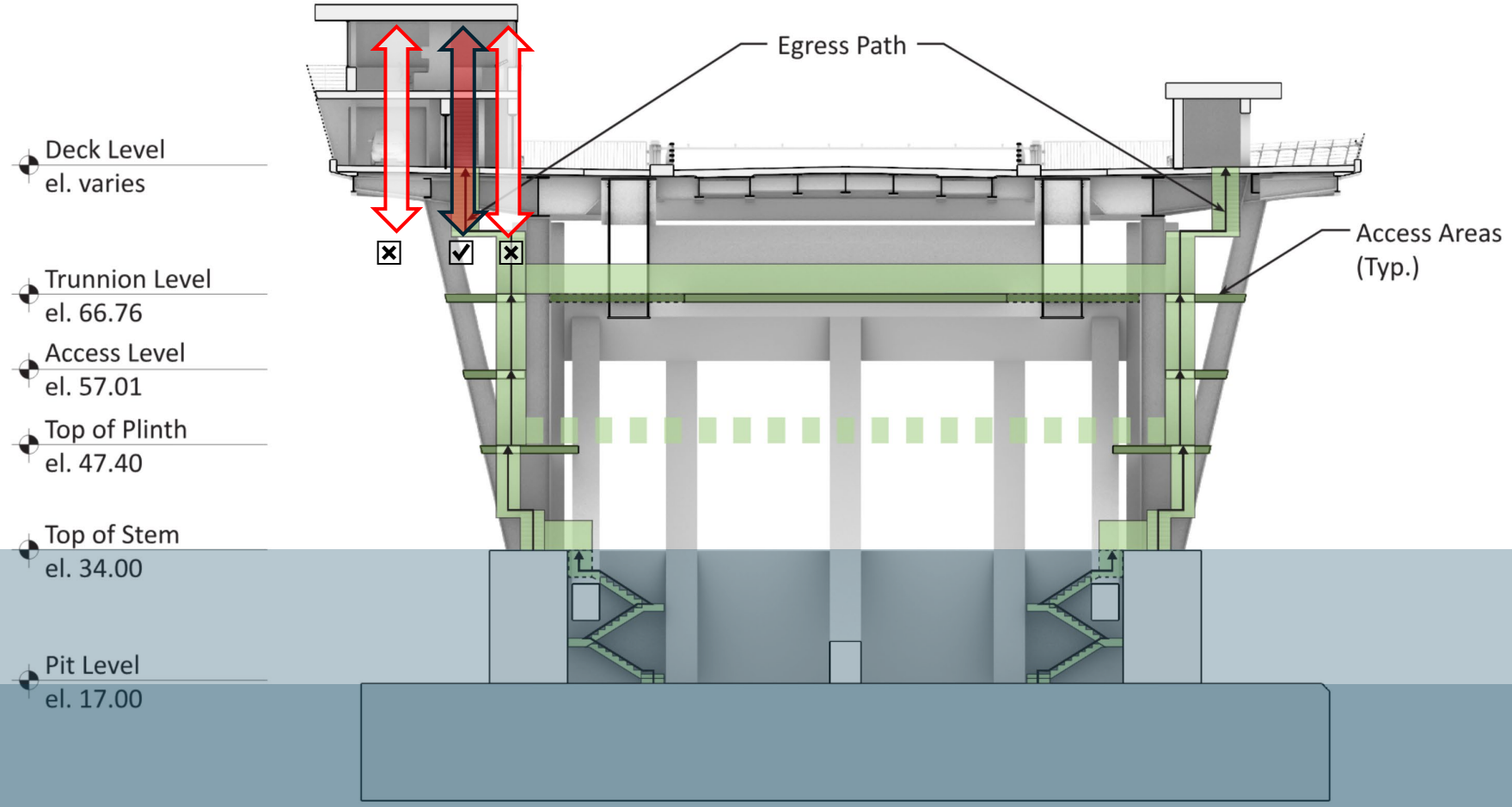
Life-safety, security and utility are paramount

Two separate means of egress (stairs) are required to deck from each chamber



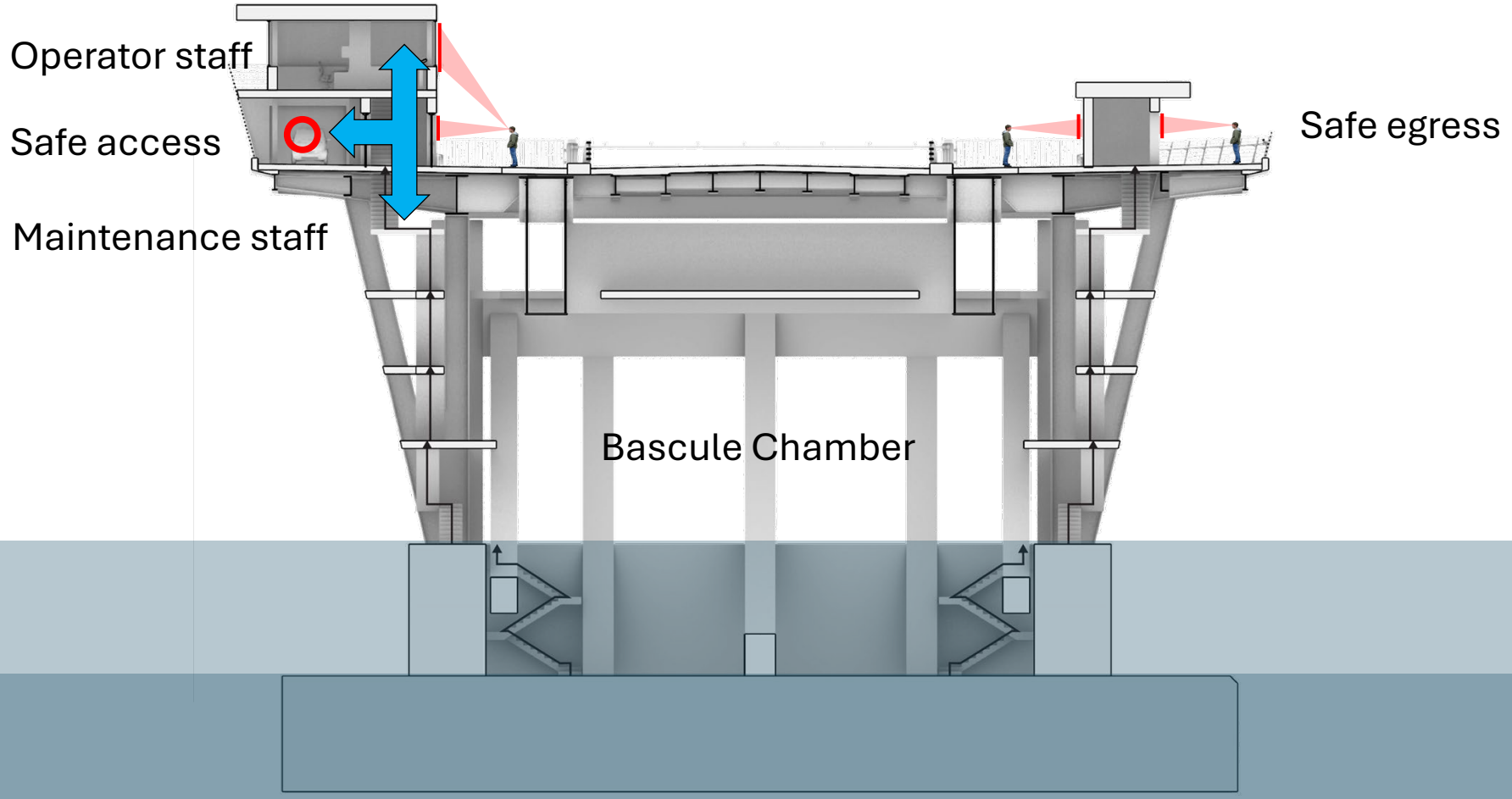
Bascule Chamber Access/Egress

Lateral position of the stairs and op house fixed by geometric constraints



There are no public functions

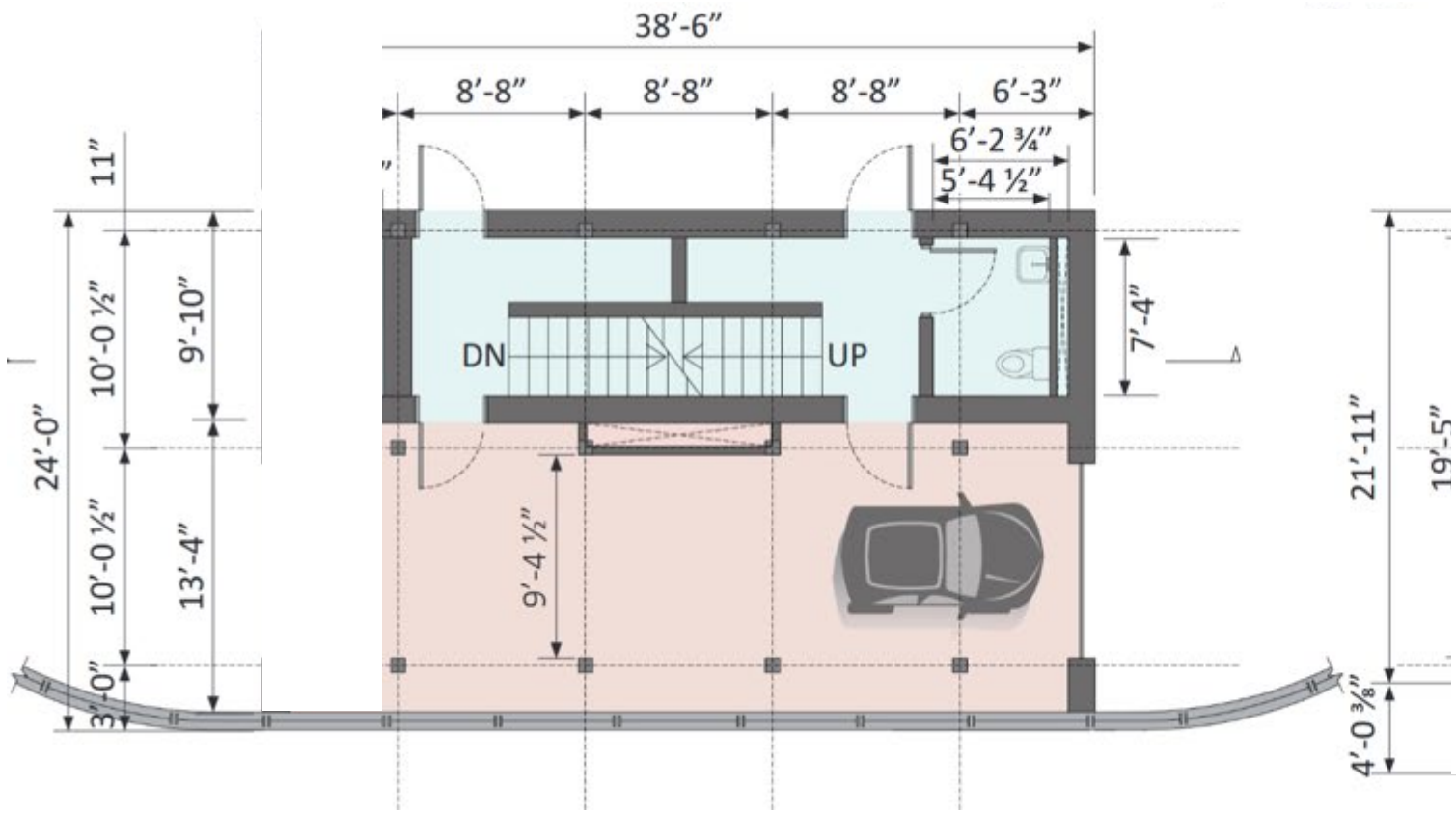
Operators must be not be directly visible from deck
Staff access to facilities to be from within a secure zone



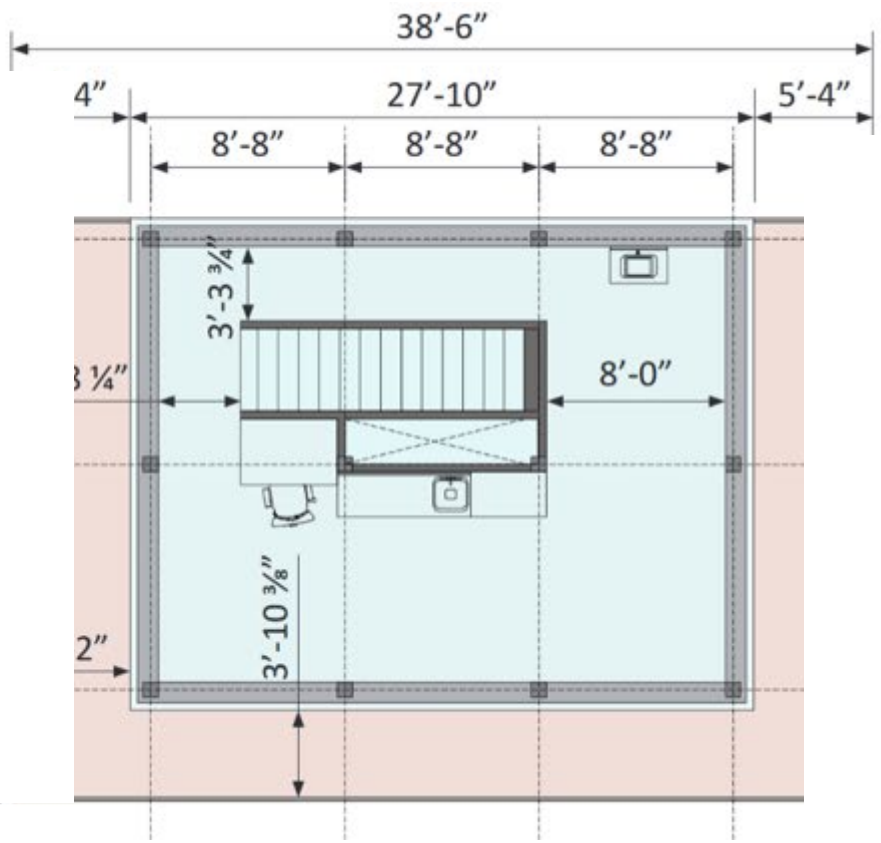
Operator houses:

<50 Occupants
Type IIB Construction
Non-Sprinklered
2-hr Fire Separation

Deck Level



Upper Level

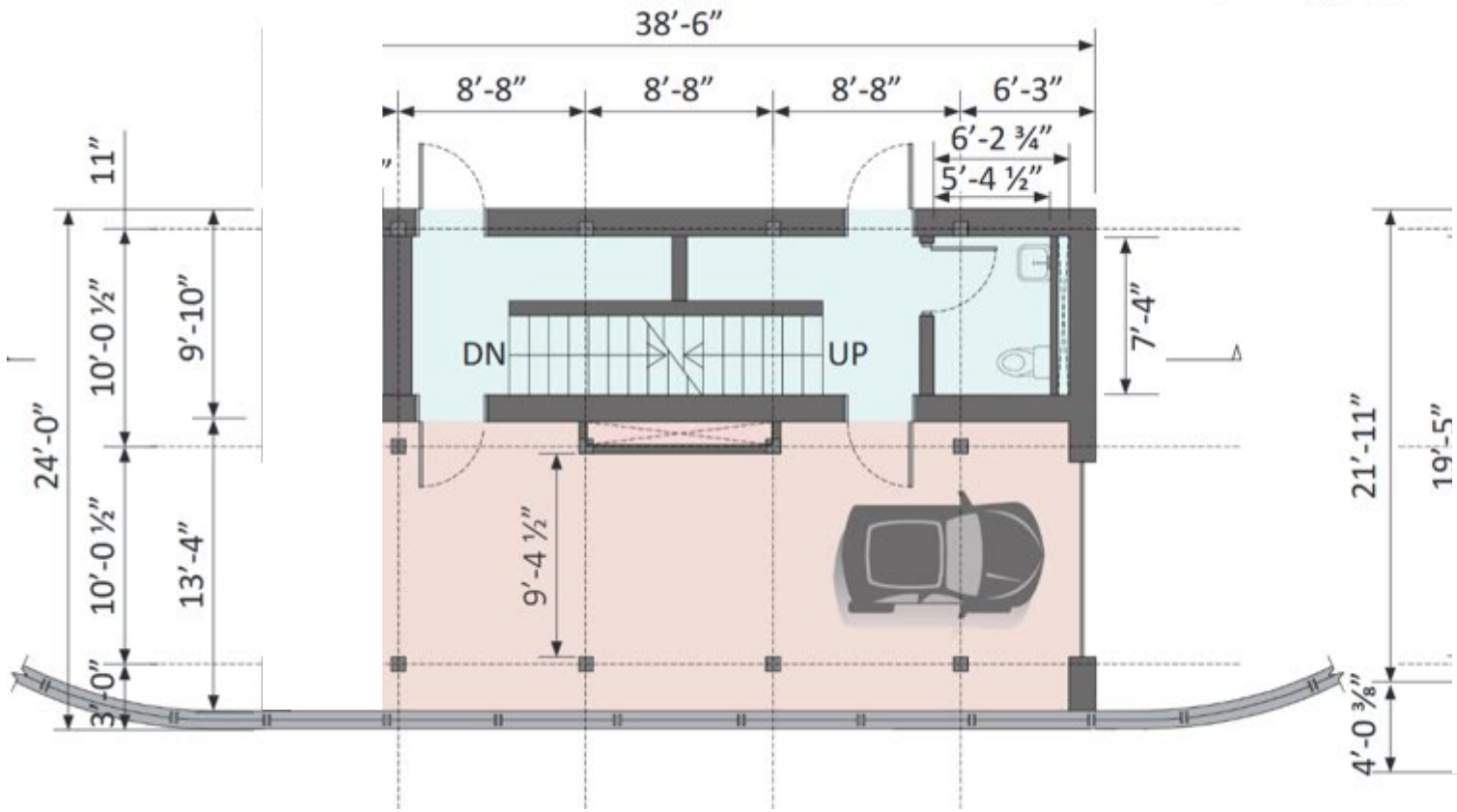


Indoor Conditioned Space Outdoor Unconditioned Space

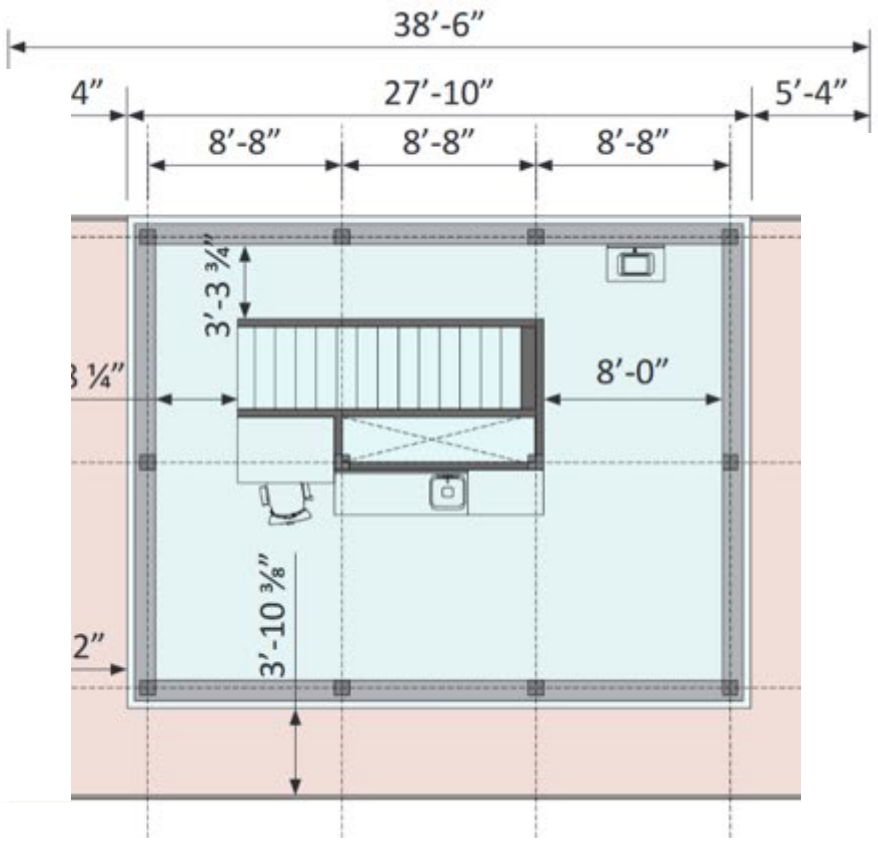
Operator houses :

**drive-thru secure garage*
**separate up and down staircases with 2-hour fire separation*
**fire separated control room with clear visibility and free circulation*
**upper level external space *mitigation of glare in operator room*
**ancillary facilities including rest room and storage*

Deck Level



Upper Level

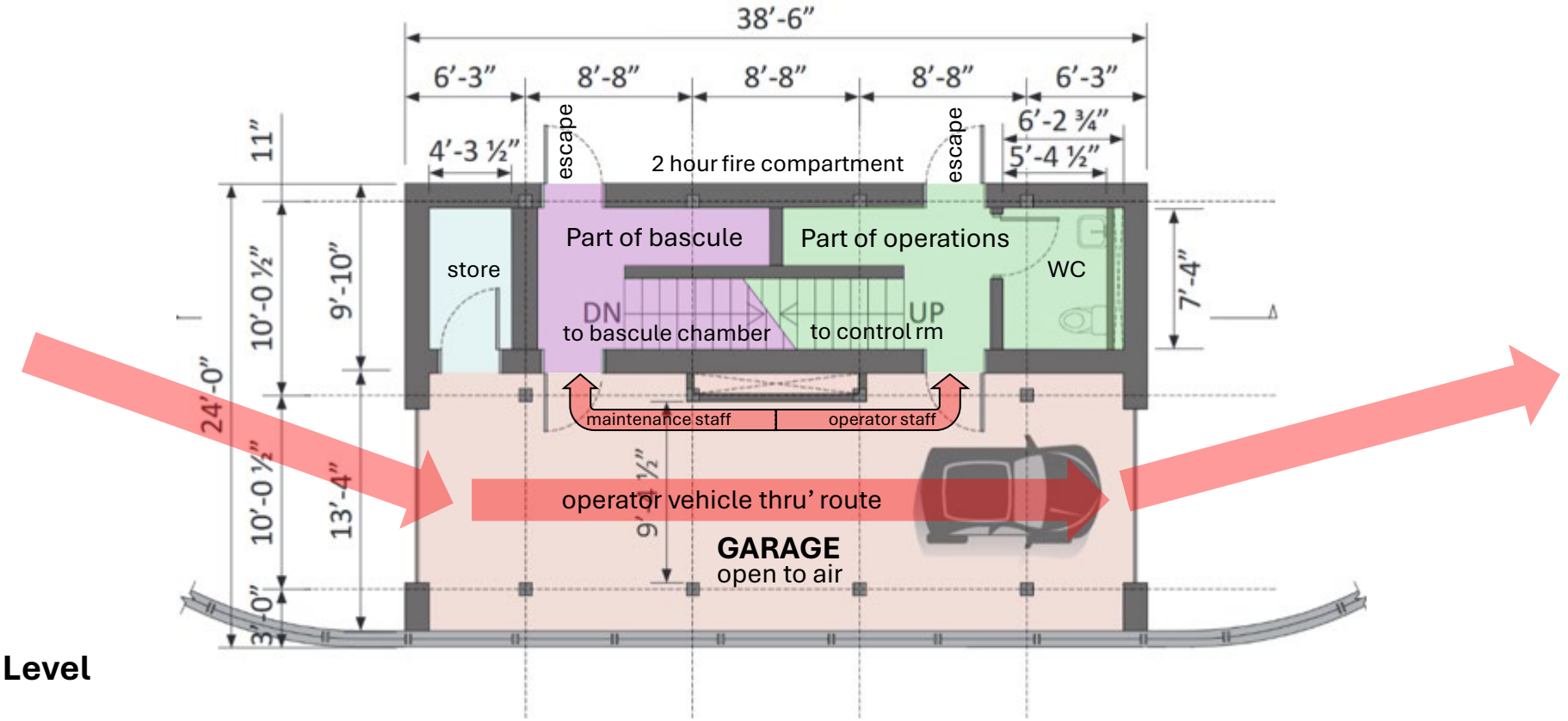


Indoor Conditioned Space Outdoor Unconditioned Space

Operator houses to provide:

**drive-thru secure unconditioned garage*
**independent up and down staircases with 2-hour fire separation between*
**ancillary facilities including rest room and storage*

DECK



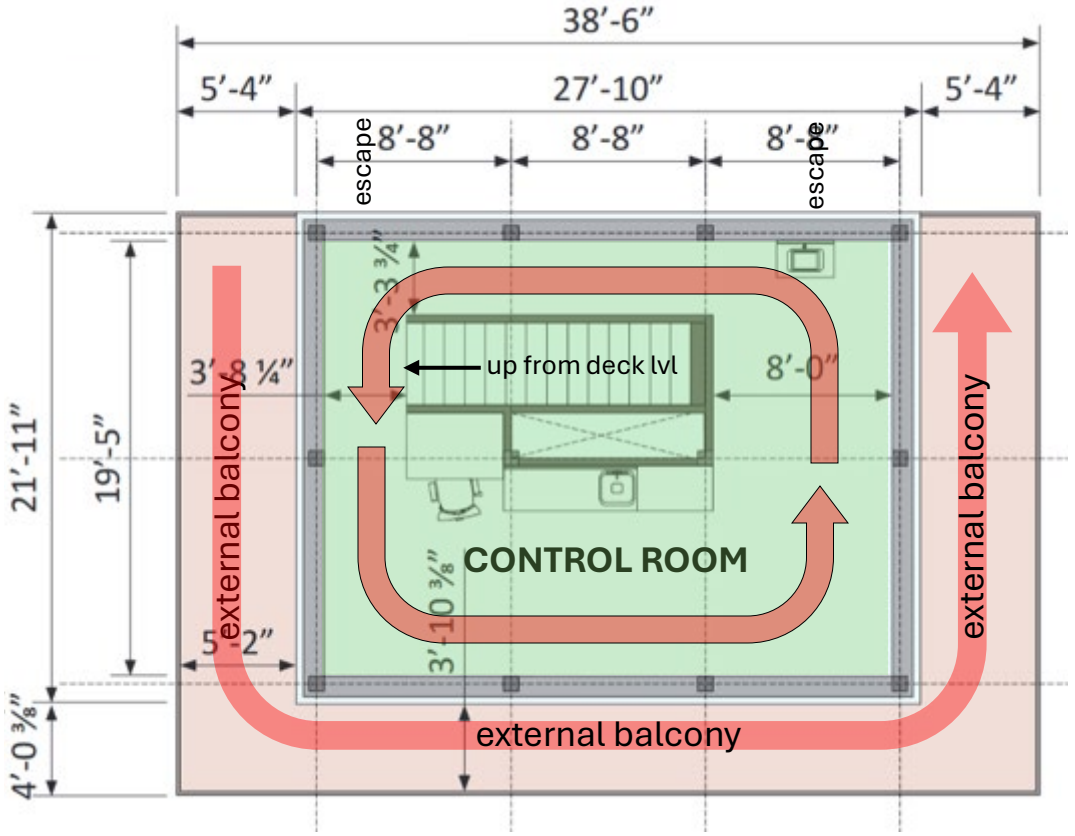
RIVERSIDE

Deck Level

Operator houses to provide:

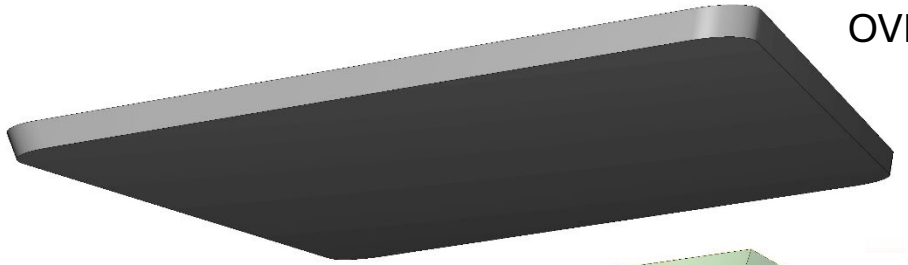
**fire separated control room with 360° views and free circulation*
**mitigation of glare in operator room*
**external space (balcony)*

DECK

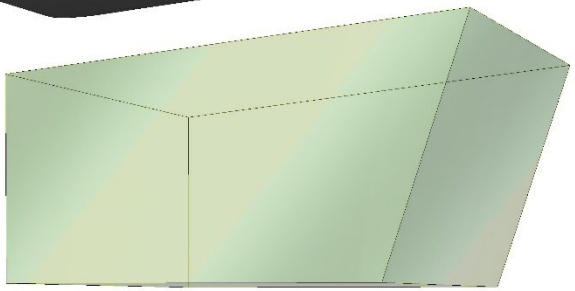


RIVERSIDE

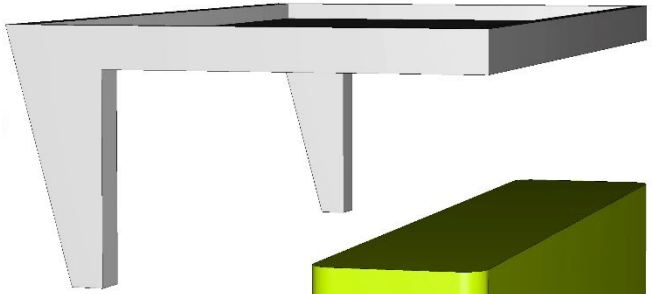
Upper Level



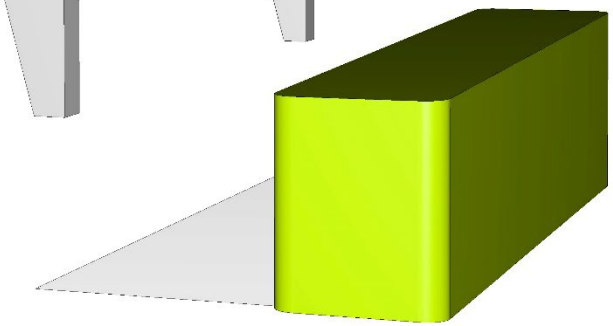
OVERHANGING ROOF



GLASS BOX

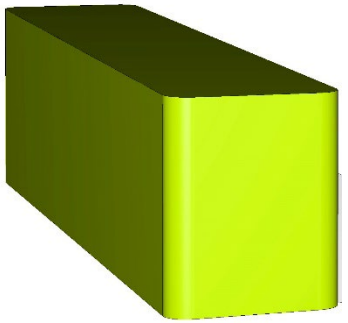


CONCRETE FRAME



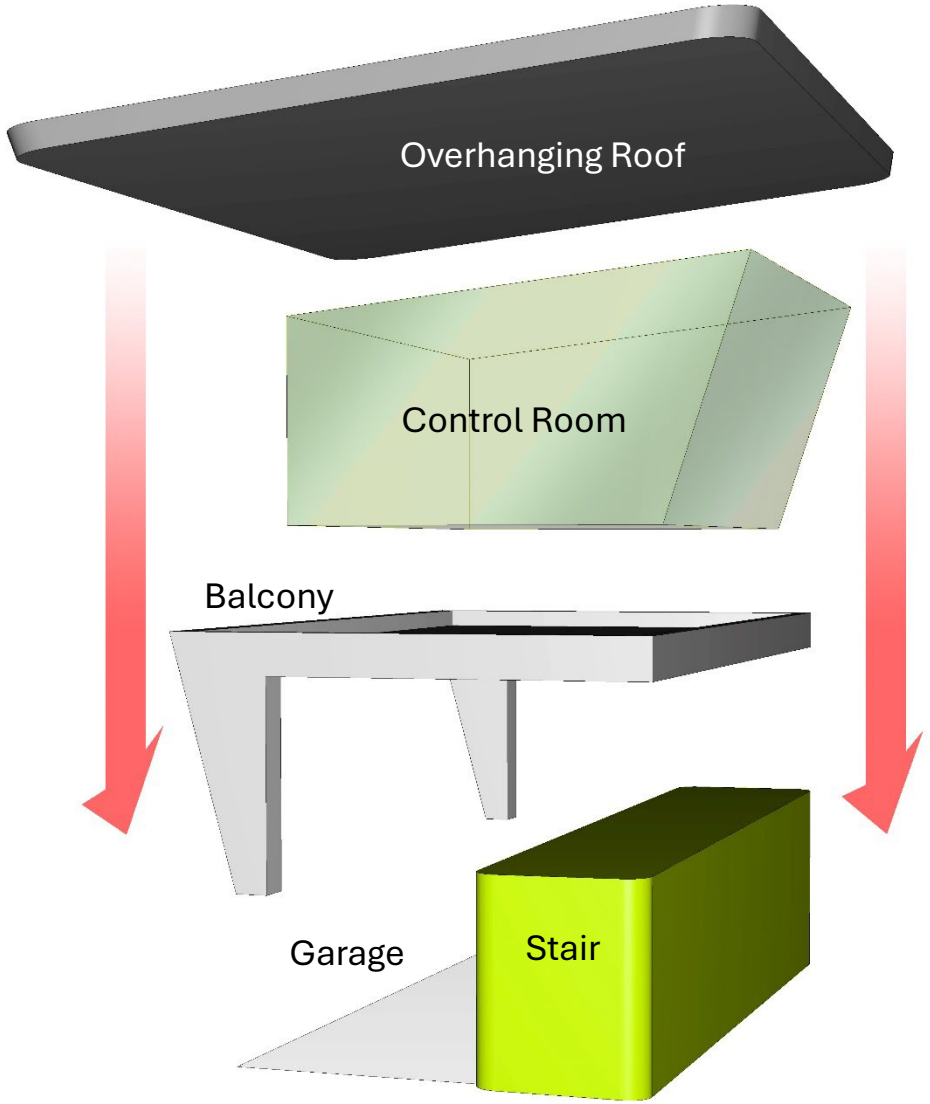
STAIR POD

STAIR POD

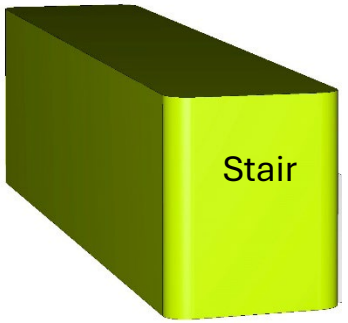


OPERATOR HOUSE

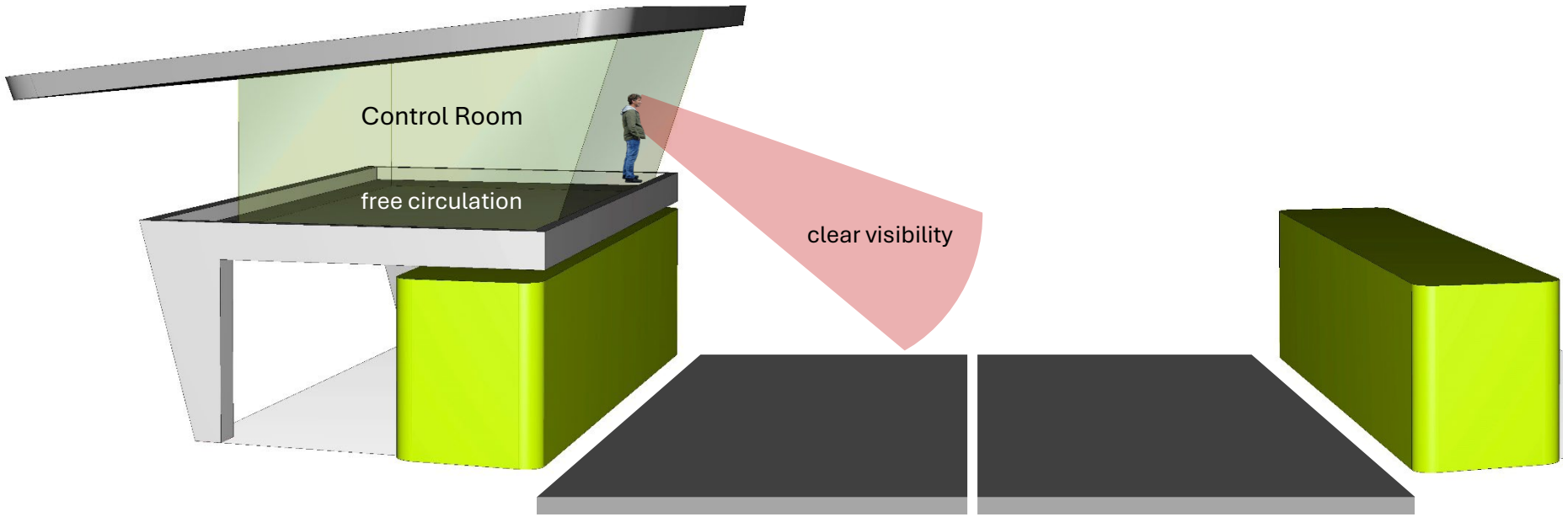
HEAD HOUSE



OPERATOR HOUSE

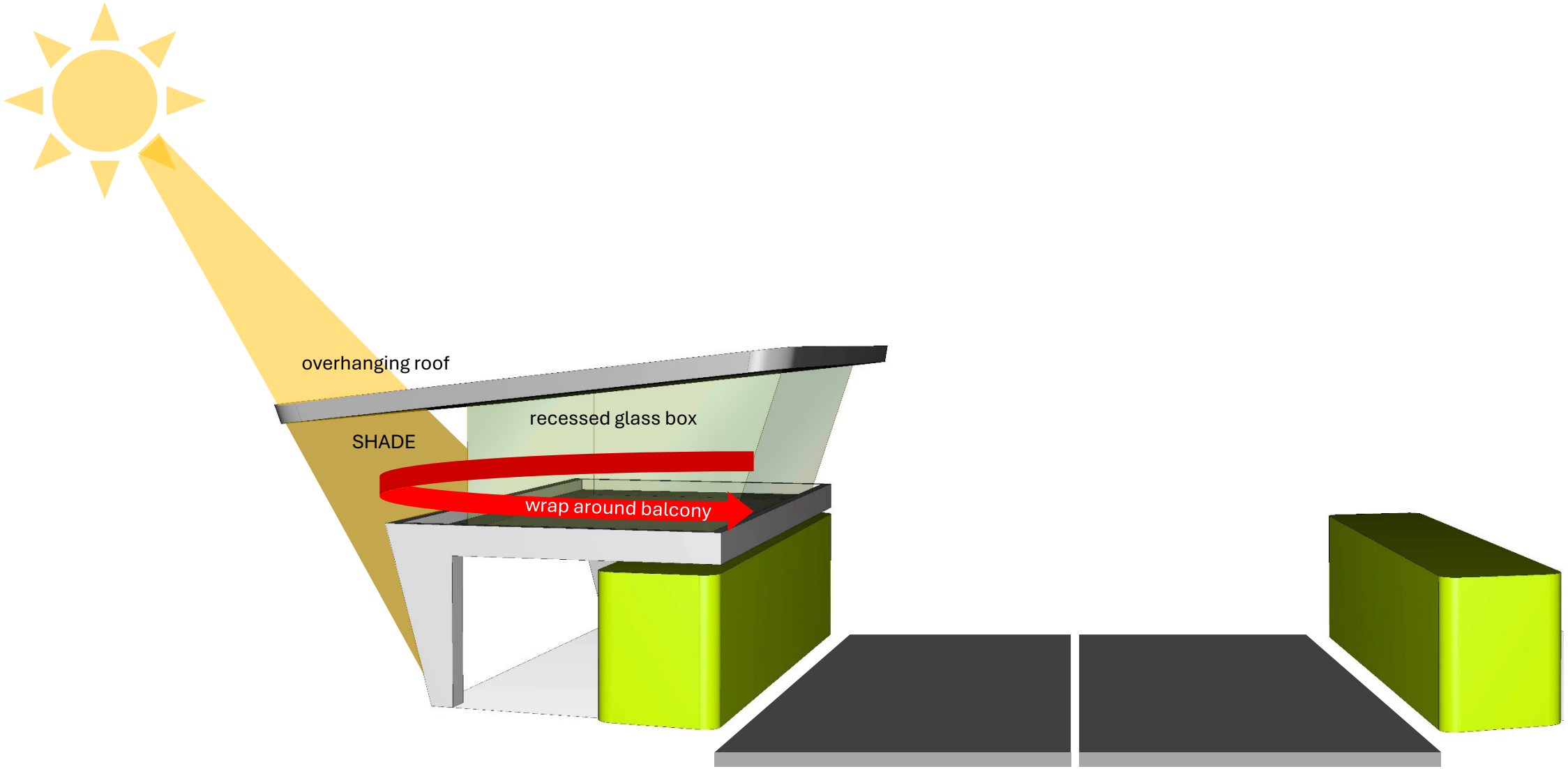


HEAD HOUSE



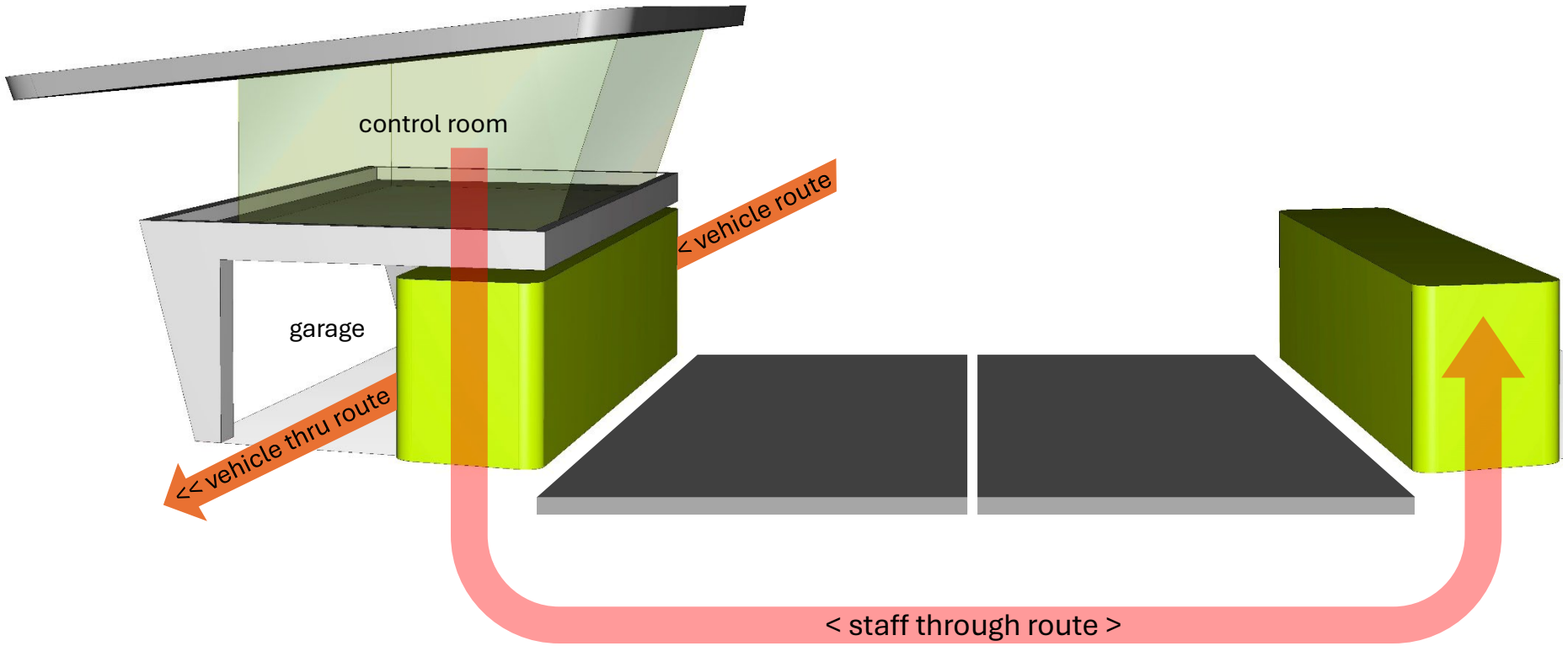
OPERATOR HOUSE

HEAD HOUSE



OPERATOR HOUSE

HEAD HOUSE


control room
garage
< vehicle route
<< vehicle thru route
< staff through route >

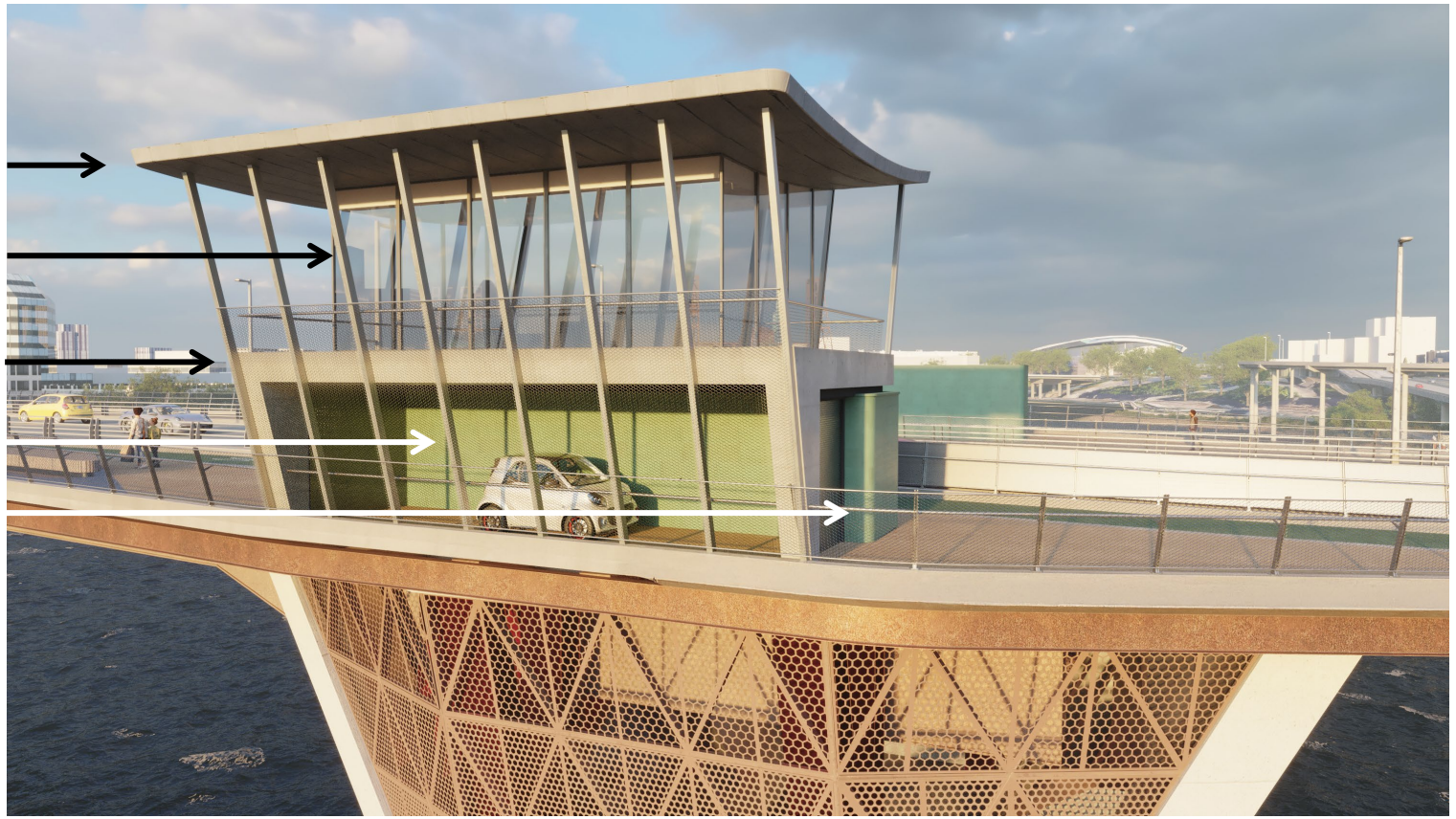
OVERHANGING ROOF

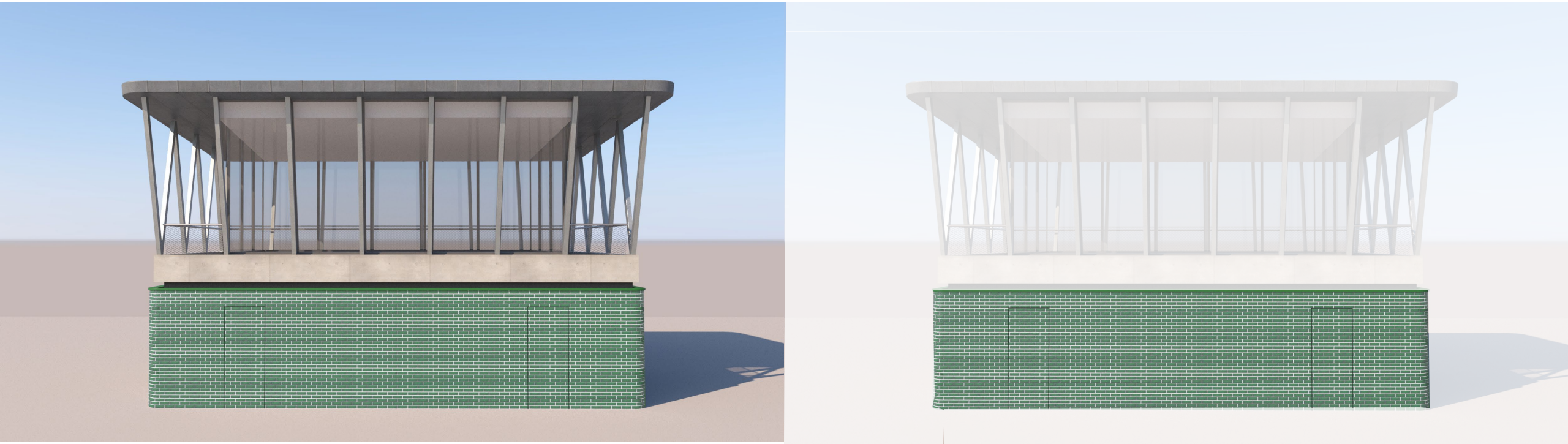
RECESSED GLASS BOX

CONCRETE FRAME

GARAGE

STAIR POD





737 CLACKAMAS BRIDGE, SUPER HIGHWAY, BETWEEN OREGON CITY AND PORTLAND, OREGON

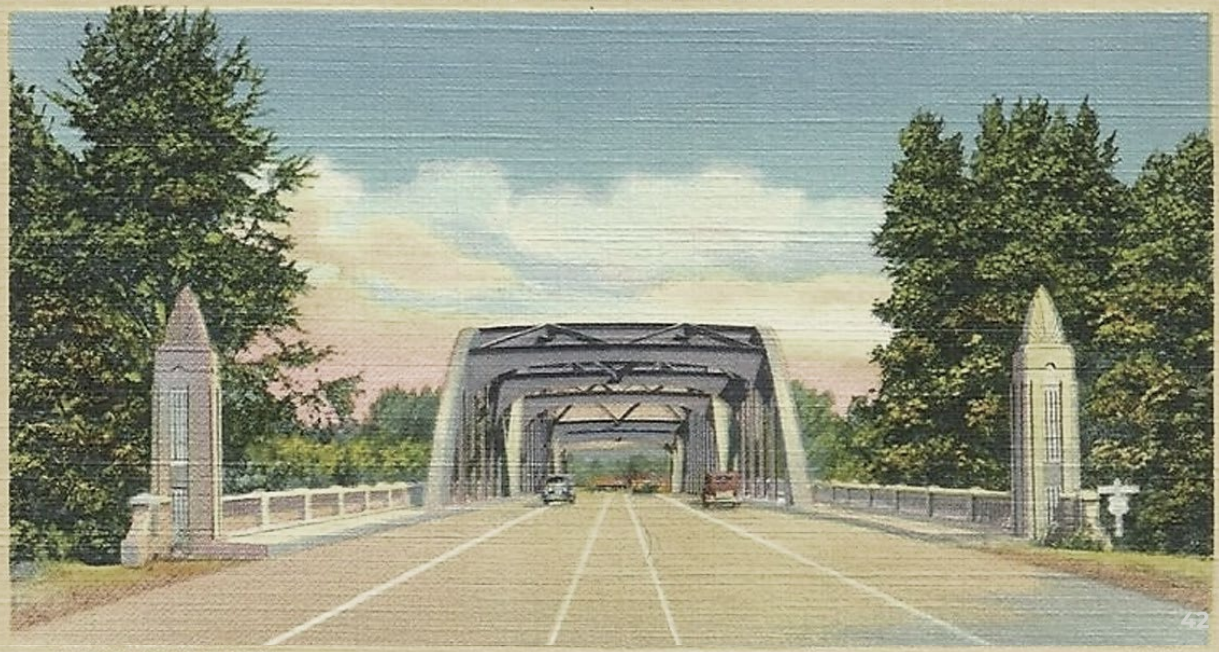


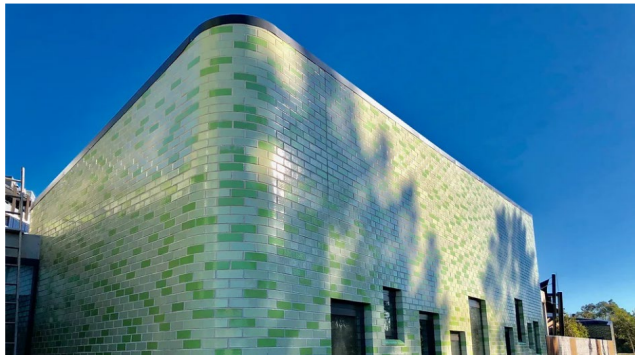
PHOTO BY WESLEY ANDREWS

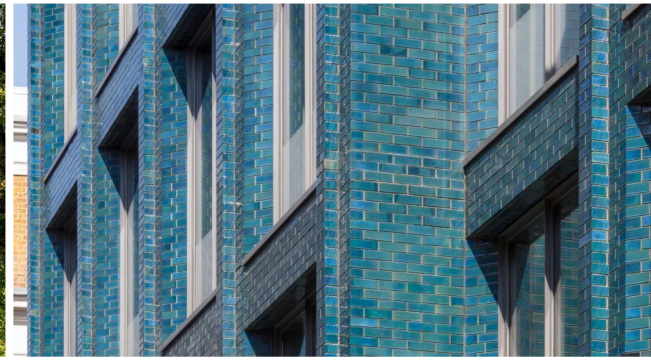
7A-H1092


Portland
Oregon

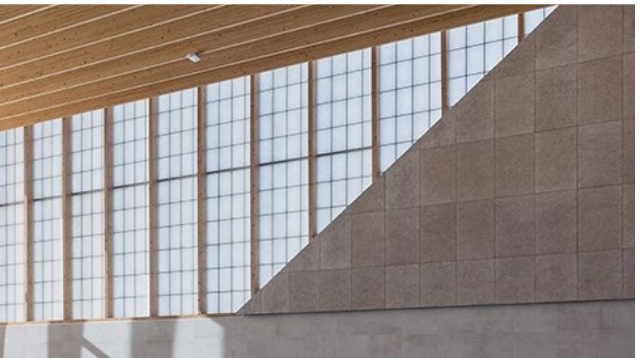


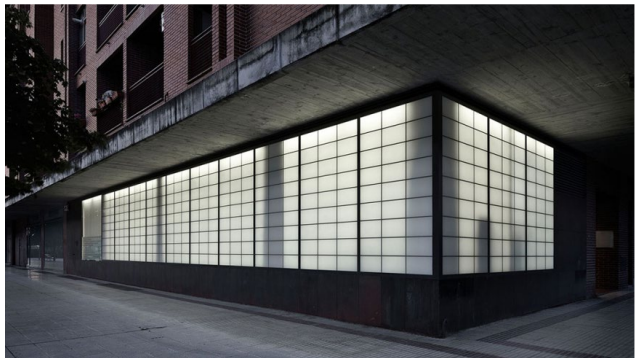









Bridge Lighting

Burnside Bridge
Aesthetic Lighting Canvas

HLB

HLB Lighting Design

January 23, 2025

I-74 Mississippi River Bridge

Concept Development

- Placemaking
- Community Stakeholders
- Unique features of the structure
- Viewsheds

Veterans' Glass City Skyway Bridge

Guiding Principles

1 Bridge Visual Coherence

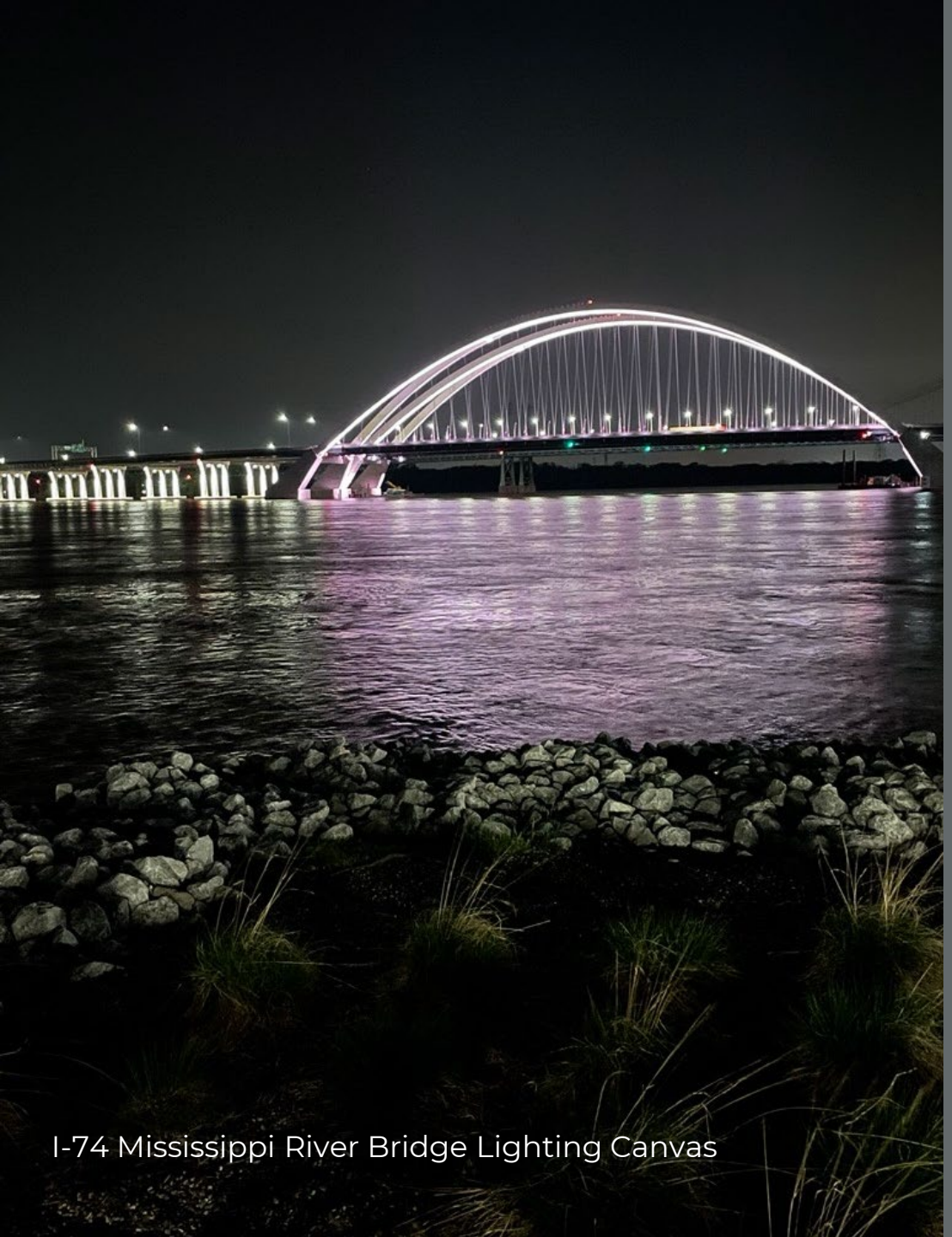
A. Resolve scale between fixed and movable spans

2 Bridge Form and Style

A. Be a Portland skyline landmark
B. Distinctive lighting while adhering to dark sky best practices

3 Bridge Aspirations & Design Flexibility

A. Be an identifiable beacon of safety
B. Minimize effects on natural resources and wildlife
C. Express Portland values



I-74 Mississippi River Bridge Lighting Canvas

Aesthetic Lighting Goals

- January Meeting:
  - Lighting Canvas Focus
- March Meeting:
  - Lighting Scene Focus

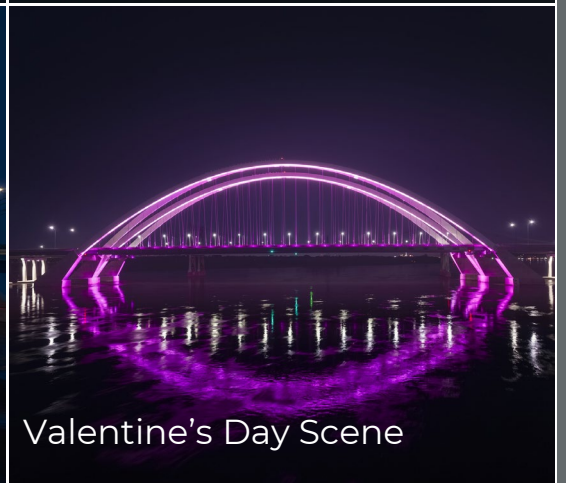

LGBTQ+ Pride Scene


Patriotic Scene


Cinco de Mayo Scene


New Year's Day Scene


Halloween Scene


Valentine's Day Scene

Aesthetic Lighting Goals

- January Meeting:
  - Lighting Canvas Focus
- March Meeting:
  - Lighting Scene Focus

Veterans' Glass City Skyway Bridge

Guiding Principles

1 Bridge Visual Coherence

A. Resolve scale between fixed and movable spans

2 Bridge Form and Style

A. Be a Portland skyline landmark
B. Distinctive lighting while adhering to dark sky best practices

3 Bridge Aspirations & Design Flexibility

A. Be an identifiable beacon of safety
B. Minimize effects on natural resources and wildlife
C. Express Portland values

AESTHETIC LIGHTING

Burnside Bridge Concepts

Internal Glow| Tower (Floodlights)

Internal Glow| Tower (Floodlights)

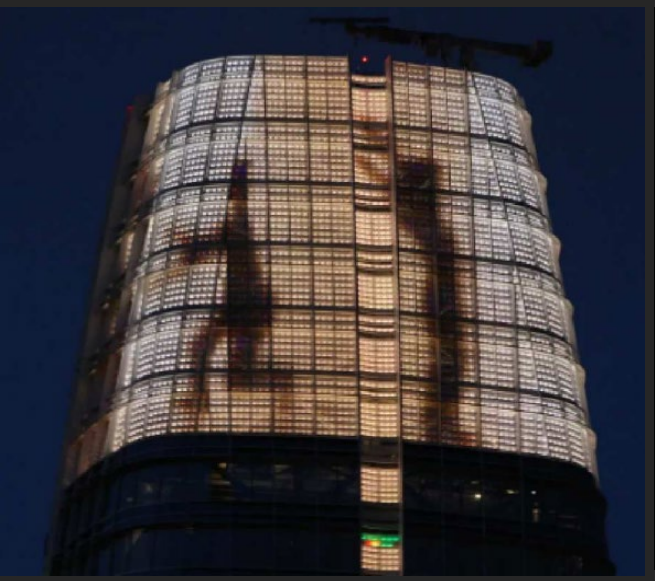
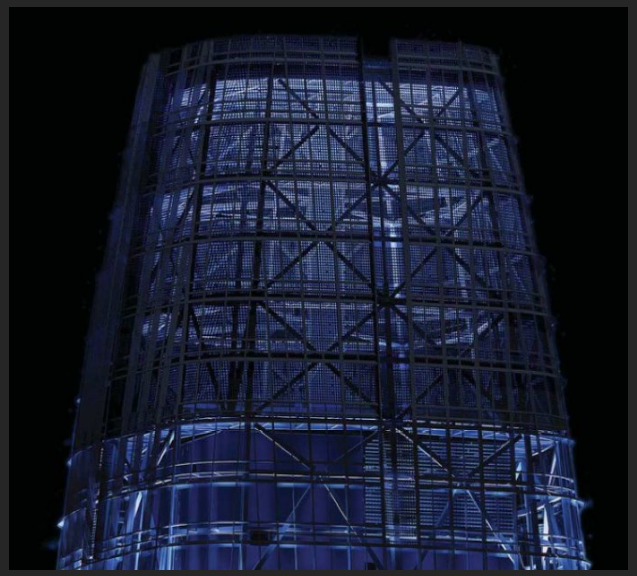
2A Be a Portland skyline landmark

2B Distinctive lighting while adhering to dark sky best practices

3A Be an identifiable beacon of safety

Internal Glow | Piers (Lit Internal Structure)

Internal Glow | Piers (Lit Internal Structure + Uplit Perforated Metal)

Internal Glow | Piers (Lit Internal Structure + Uplit Perforated Metal)

Internal Glow | Piers (Lit Internal Structure + Uplit Perforated Metal)

1A Resolve scale between fixed and movable spans

2A Be a Portland skyline landmark

2B Distinctive lighting while adhering to dark sky best practices

3B Minimize effects on natural resources and wildlife

Internal Glow | Girder (Floodlights)

Internal Glow | Girder (Floodlights)

2B Distinctive lighting while adhering to dark sky best practices

3A Be an identifiable beacon of safety

Lines of Light | Tower (Floodlights + Linear light)

Lines of Light | Tower (Floodlights + Linear light)

2A Be a Portland skyline landmark

3A Be an identifiable beacon of safety

Internal Glow | Piers (Uplit Perforated Metal)

Internal Glow | Piers (Uplit Perforated Metal)

1A Resolve scale between fixed and movable spans

2A Be a Portland skyline landmark

2B Distinctive lighting while adhering to dark sky best practices

3B Minimize effects on natural resources and wildlife

Lines of Light | Girder (Floodlights)

Lines of Light | Girder (Floodlights)

2B Distinctive lighting while adhering to dark sky best practices

3A Be an identifiable beacon of safety


INTERNAL GLOW


LINES OF LIGHT

Samuel De Champlain Bridge

Next Steps

- Discuss the Lighting Canvas
- Establish the Lit Elements
- Once the Canvas is Settled
  - Move on to Scenes
  - Discuss Color and Motion

Thank You

EARTHQUAKE READY BURNSIDE BRIDGE

I like this idea / Good to go

I can live with this / No opinion

I don't like this idea / Stop / Needs reconsideration

Urban Design Opportunities

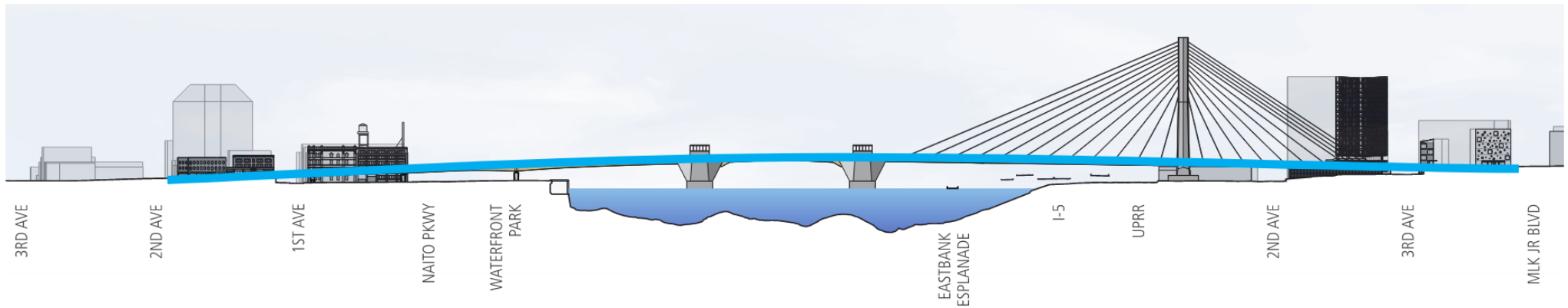

SE 30th Ave


TILIKUM
CROSSING


Ticketing
Concourse D E
Baggage Claim
Ground Transportation
International Arrivals
Rideshare / Taxi follow signs to Transportation Plaza

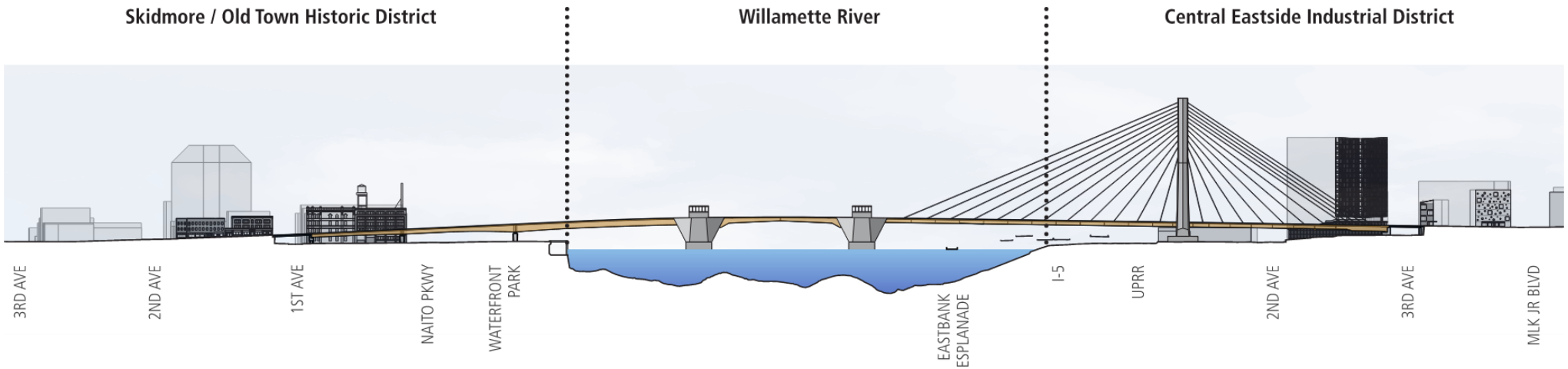

CELEBRATING

One Bridge



1 **Burnside Bridge - South Elevation**
Scale: 1"= 200'

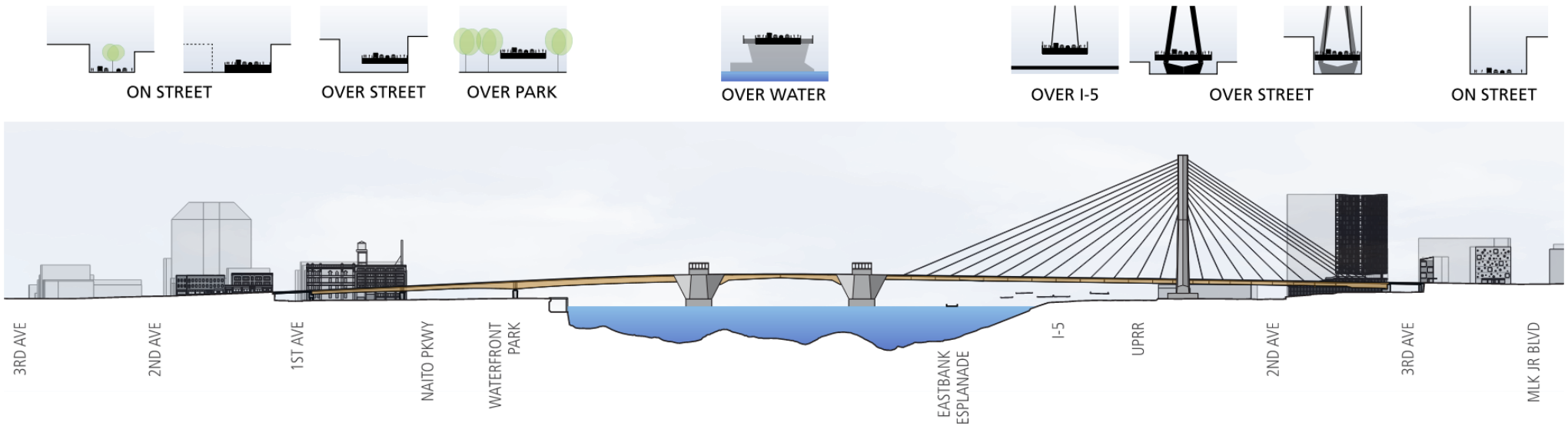
0' 50' 100' 200'



1 **Burnside Bridge - South Elevation**
Scale: 1"= 200'

0' 50' 100' 200'

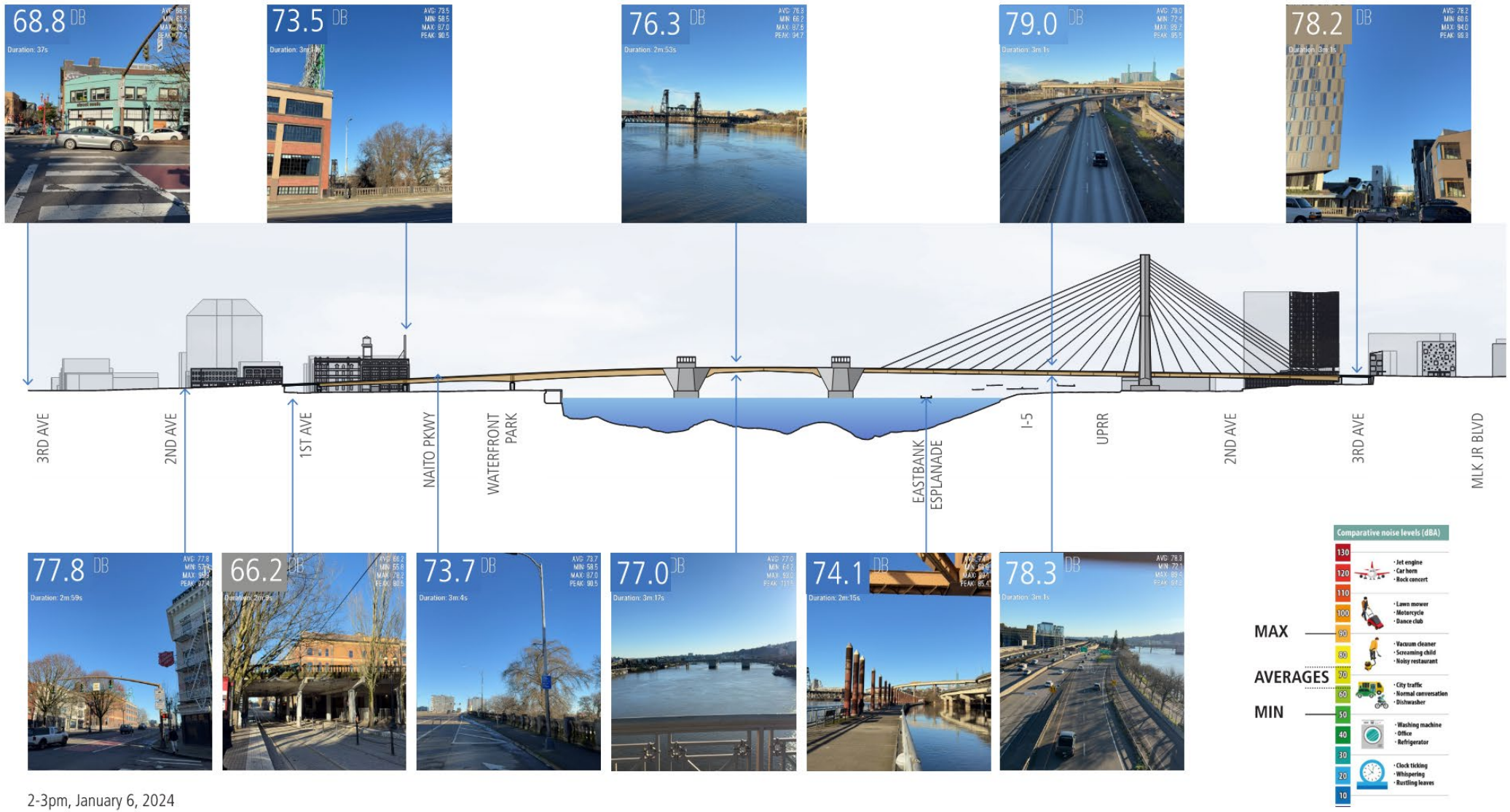
Episodic Experience
Space & Views



1 **Burnside Bridge - South Elevation**
Scale: 1"= 200'

0' 50' 100' 200'

Episodic Experience
Sound Levels

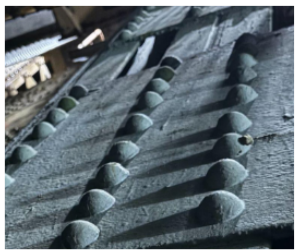


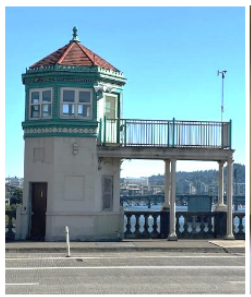
2-3pm, January 6, 2024

Interpretive
Themes & Salvage Assumptions from the Consulting Parties Advisory Group

Method
- Minimum of 3 displays of 2 panels each on the bridge
- Graphics, photos, maps, drawings
- Retain color, clarity, shape for at least 10 years.
- May include alternate methods (braille, audio, QR codes)
- May include salvaged items

Salvage Items

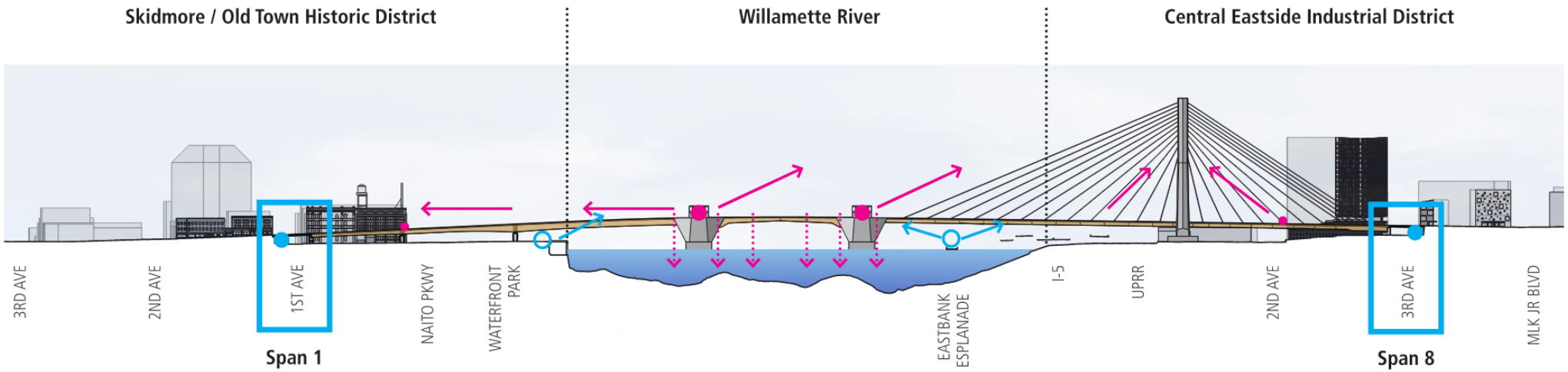
Theme #1: Before the Burnside Bridge
- Precontact: how Indigenous peoples used the Willamette River before non-Indigenous peoples arrived.
- Postcontact: how Indigenous and non-Indigenous peoples used the Willamette River before the Burnside Bridge was built.
- Postcontact: why a bridge at this location was needed after non-Indigenous peoples founded Portland and the city expanded.
- Natural history setting and resources.

Theme #2: History of the Burnside Bridge
- First Burnside Bridge at this location and why it was replaced.
- Design and construction of the second Burnside Bridge.
- Designer of the second Burnside Bridge.
- Bascule operation of the second Burnside Bridge: why it opens and how it opens.
- Why the second Burnside Bridge is such a significant and notable work of engineering and architecture.
- Street level urban feel and connection to the City Beautiful movement.

Theme #3: Social Importance of the Burnside Bridge
- Automobiles, Buses, and Streetcars: Crossing the Burnside Bridge, 1924 to 2027.
- Events: Rose Parade, protests, and demonstrations.
- Burnside Bridge in art and photography.
- Burnside Bridge in popular culture and public memory.
- Construction and use of the Burnside Skatepark.
- Continual use of the Willamette River by Indigenous peoples as a fishery.

Theme #4: Geology and Seismic
- Seismic fault lines in the region
- Precontact seismic events from geologic and Indigenous peoples' perspectives.
- Postcontact seismic events since the arrival of non-Indigenous peoples.
- Soil conditions in the vicinity of the Burnside Bridge.
- Why the replacement of the Burnside Bridge must be seismically resilient.

Interpretive Opportunities

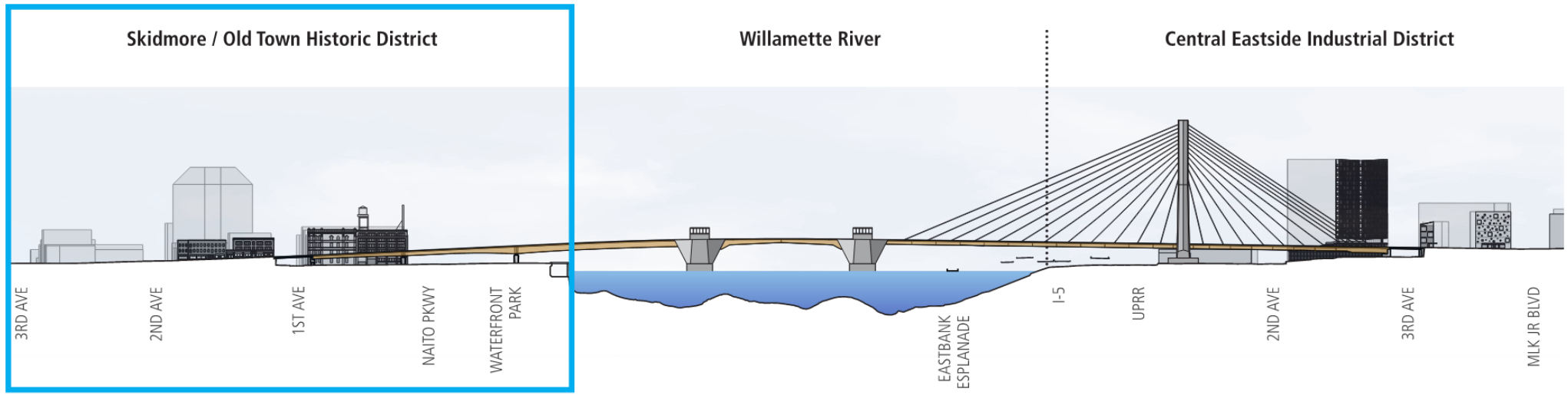


1 **Burnside Bridge - South Elevation**
Scale: 1"= 200'

0' 50' 100' 200'

- On-bridge location opportunities
- Off-bridge location opportunities
  Bent 1 & 8
- Off-bridge location opportunities
  City of Portland Parks and Recreation Property

- On-Bridge Views - River
- On-Bridge Views - City/Bridge
- Off-Bridge Views - Bridge



1 **Burnside Bridge - South Elevation**
Scale: 1"= 200'

0' 50' 100' 200'

Guideline Summary

GENERAL GUIDELINES

A1.a) REINFORCE THE PREDOMINANT SCALE AND MASSING OF THE HISTORIC DISTRICT.

A1.b) REINFORCE PEDESTRIAN SCALE AND ORIENTATION IN THE DISTRICT.

A1.c) REESTABLISH THE SENSE OF THE DISTRICT IN WATERFRONT PARK AND ON NAITO PARKWAY.

A2 MAINTAIN AND STRENGTHEN THE STREET WALL IN NEW CONSTRUCTION, ADDITIONS, AND IMPROVEMENTS TO OPEN PORTIONS OF SITES.

A3 REINTEGRATE CAST IRON INTO THE DISTRICT.

A4 SELECT HISTORICALLY COMPATIBLE, HIGH QUALITY MATERIALS WITH FINISHES AND COLORS THAT ARE APPROPRIATE TO THE DISTRICT

A5 INSTALL LIGHTING THAT STRENGTHENS THE HISTORIC CHARACTER AND VITALITY OF THE DISTRICT.

A6 INTEGRATE SIGNAGE IN A MANNER THAT CONTRIBUTES TO THE CHARACTER OF THE BUILDING AND THE DISTRICT.

A7 INTEGRATE AWNINGS AND CANOPIES WITHIN THE DISTRICT IN A MANNER SENSITIVE TO THE BUILDING AND DISTRICT.

A8 SENSITIVELY INTEGRATE THE ENTRIES TO PARKING AND LOADING.

GUIDELINES FOR ALTERATIONS

B1 RESPECT THE BUILDING'S HISTORIC PERIOD, STYLE, MATERIALS, AND DETAILS IN THE DESIGN OF ALTERATIONS.

B2 PRESERVE AND REPAIR HISTORIC EXTERIOR MATERIALS AND DISTINCTIVE DETAILS. MAINTAIN THE VERTICAL LINES OF COLUMNS AND PIERS, THE HORIZONTAL DEFINITION OF SPANDRELS AND CORNICES, AND OTHER PRIMARY STRUCTURAL ELEMENTS.

B3 RESPECT THE SHAPE, SIZE, PLACEMENT, RHYTHM, AND TRIM OF THE HISTORIC OPENINGS IN THE BUILDING.

GUIDELINES FOR ADDITIONS

C1 MINIMIZE THE VISUAL IMPACT OF VERTICAL ADDITIONS TO HISTORIC STRUCTURES.

C2 RESPECT THE SCALE AND PROPORTION OF TRADITIONAL BUILDING STYLES IN HORIZONTAL ADDITIONS.

C3 SUBTLY DIFFERENTIATE ADDITIONS FROM THE HISTORIC BUILDING WHILE MAINTAINING COMPATIBILITY AND DEFERENCE.

GUIDELINES FOR NEW CONSTRUCTION

D1 INTEGRATE THE DESIGN OF NEW BUILDINGS WITH THE CAST IRON CHARACTER OF THE HISTORIC DISTRICT.

D2 STRENGTHEN THE STREET WALL WITH NEW BUILDINGS.

D3 DEVELOP RESPECTFUL RELATIONSHIPS TO ADJACENT HISTORIC BUILDINGS.

D4 DESIGN THE SCALE OR APPARENT SCALE OF NEW BUILDINGS TO BE COMPATABLE WITH THE CHARACTER OF THE DISTRICT.

D5 EMPHASIZE A HORIZONTAL AND VERTICAL ARTICULATION IN NEW BUILDINGS WHICH RELATES TO THE CHARACTERISTICS OF THE DISTRICT'S ITALIANATE BUILDINGS.

D6 REFLECT THE PATTERN OF TALL FIRST STORIES IN THE DISTRICT.

D7 STRENGTHEN THE DISTRICT'S PATTERN OF LARGE PLATE GLASS WINDOWS AND TALL DOORS ON GROUND FLOORS AND SMALLER DETAILED WINDOWS ON UPPER FLOORS, BOTH WITH CLEARLY DEFINED WINDOW SURROUNDS.

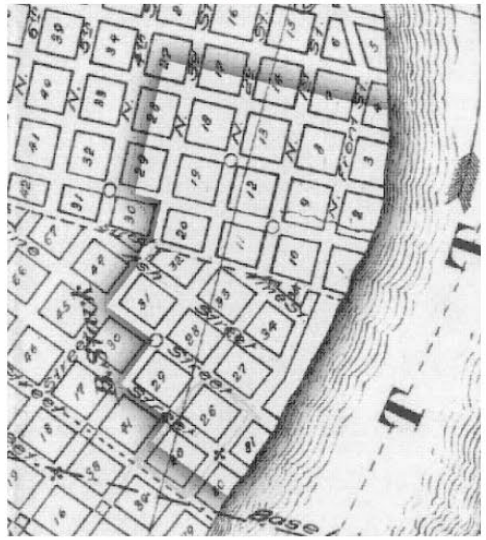
D8 INCORPORATE AND REFLECT A RICH TEXTURAL QUALITY, A HIGH LEVEL OF DETAIL, AND SKILLED CRAFTSMANSHIP.

D9 USE EXTERIOR MATERIALS AND COLORS WHERE MATERIALS ARE PERMANENT THAT ARE VISUALLY COMPATIBLE WITH THE ARCHITECTURAL CHARACTER OF THE DISTRICT AND THE SURROUNDING BUILDINGS.

Skidmore / Old Town Historic District

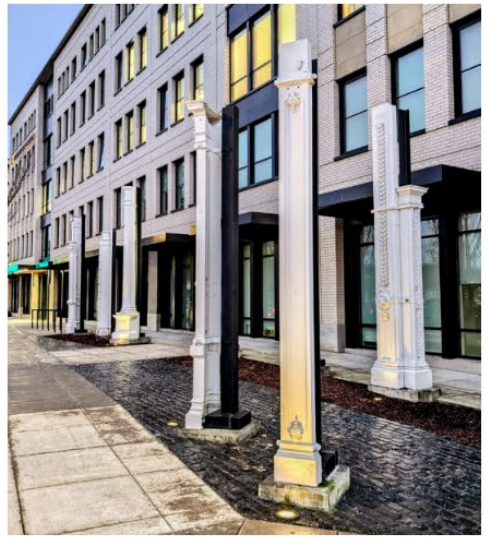
Context

Fine-grained street grid with a strong sense of urban enclosure:



Continuous street wall with human-scaled building facades:

'Kit-of-parts' cast-iron:



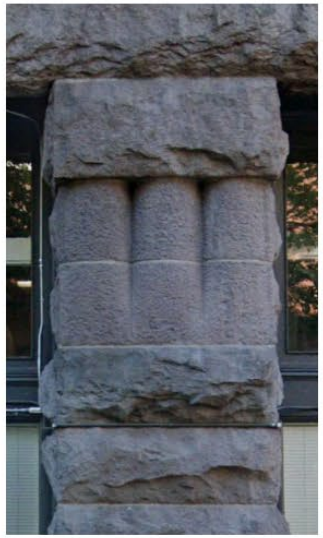
Unity between adjacent facades through cast-iron facades:

Skidmore / Old Town Historic District

Context

Cobblestone as paving surface:

Use of stone, brick, and plaster cement materials:

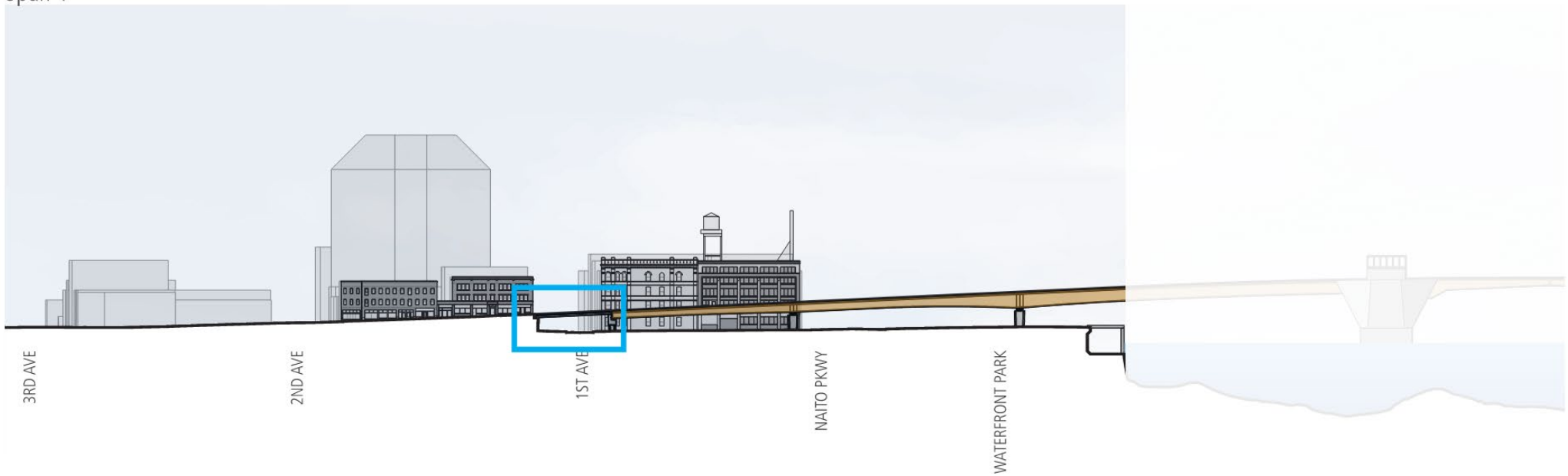


Use of Downtown Ornamental Street Lights:

Rain protection via awnings, wood or metal canopies, and second-level wooden porches:

Skidmore / Old Town Historic District

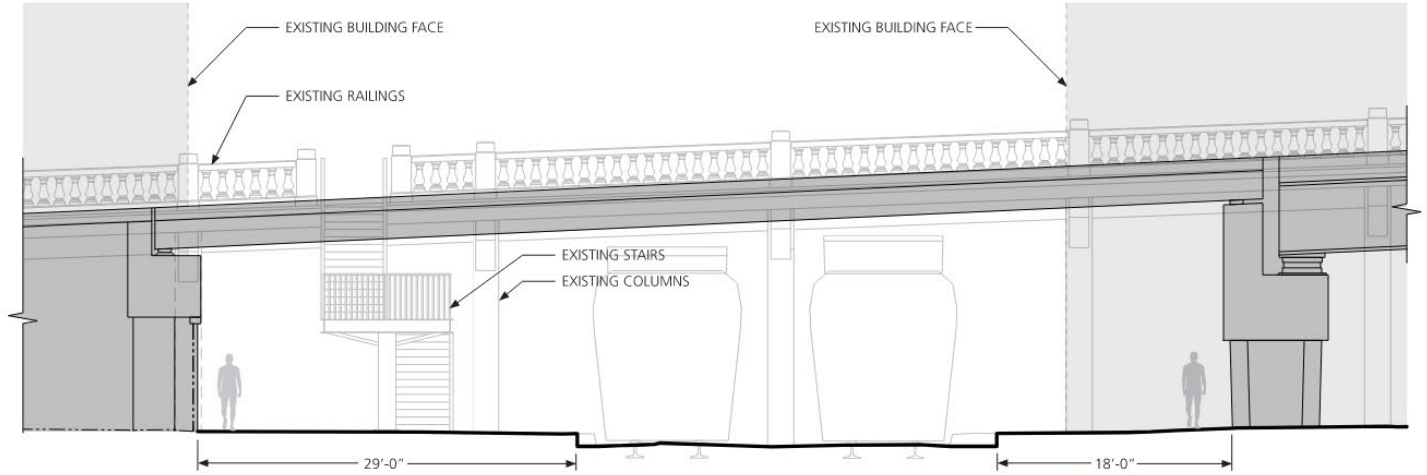
Span 1



Existing Span 1

Skidmore / Old Town Historic District

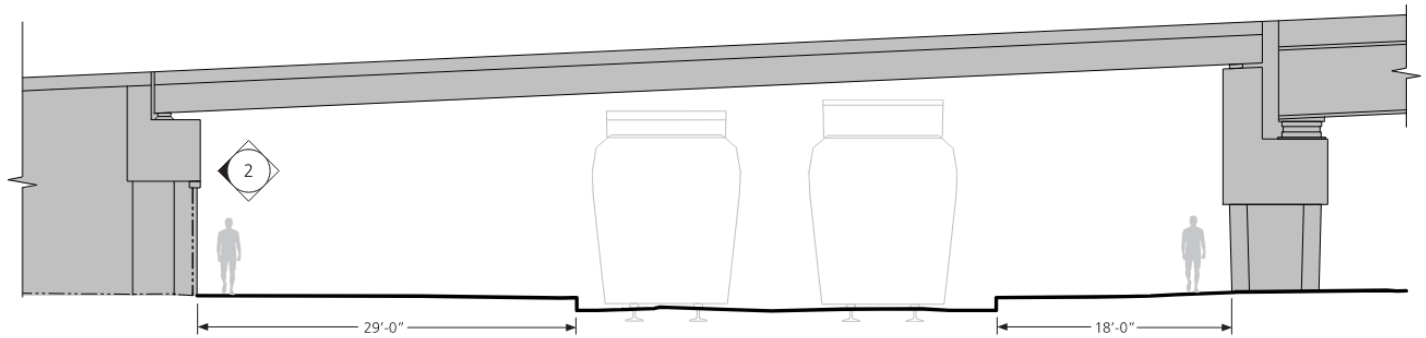
Span 1



Existing Span 1

Skidmore / Old Town Historic District

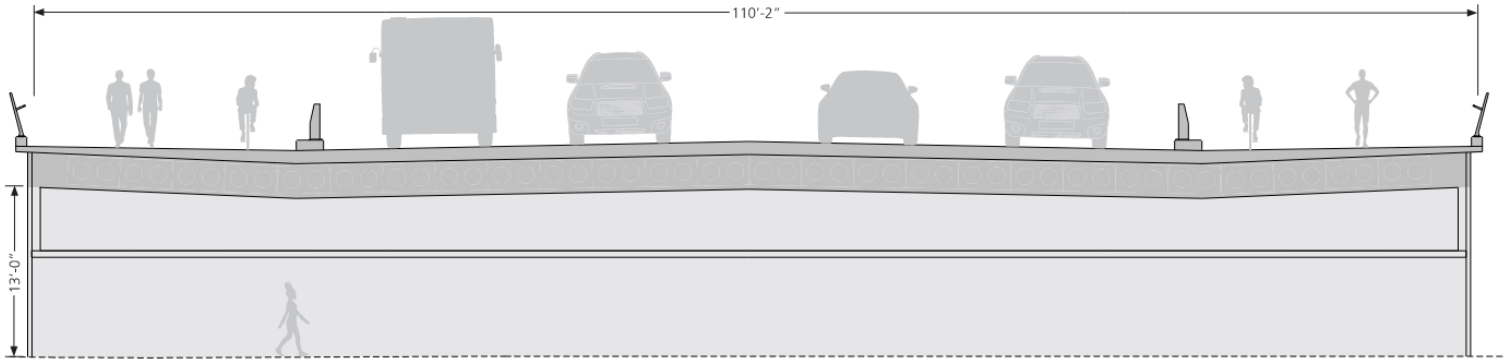
Span 1



1 **Span 1 at 1st Avenue - Section Looking North**

Scale: 1"= 10'- 0"

0' 5' 10' 20'



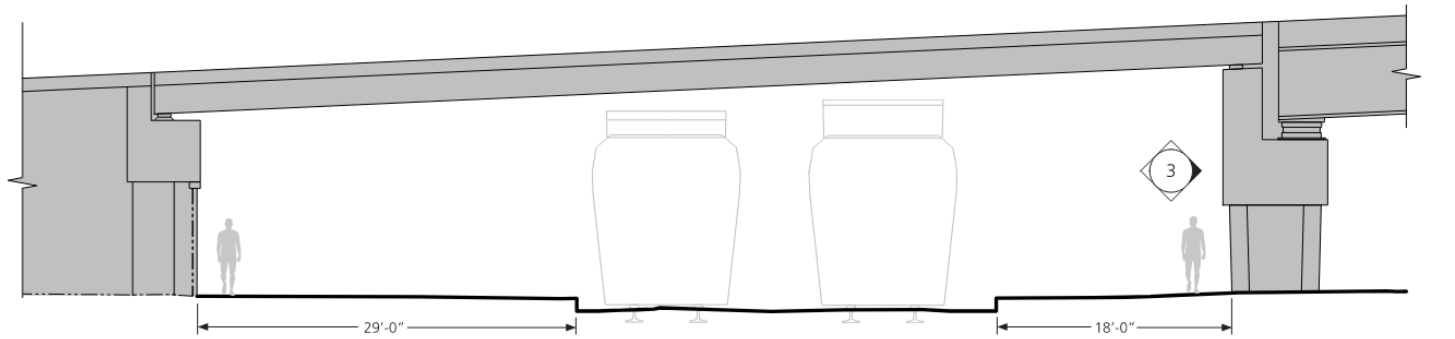
2 **Bent 1 - Elevation Looking West**

Scale: 1"= 10'- 0"

0' 5' 10' 20'

Skidmore / Old Town Historic District

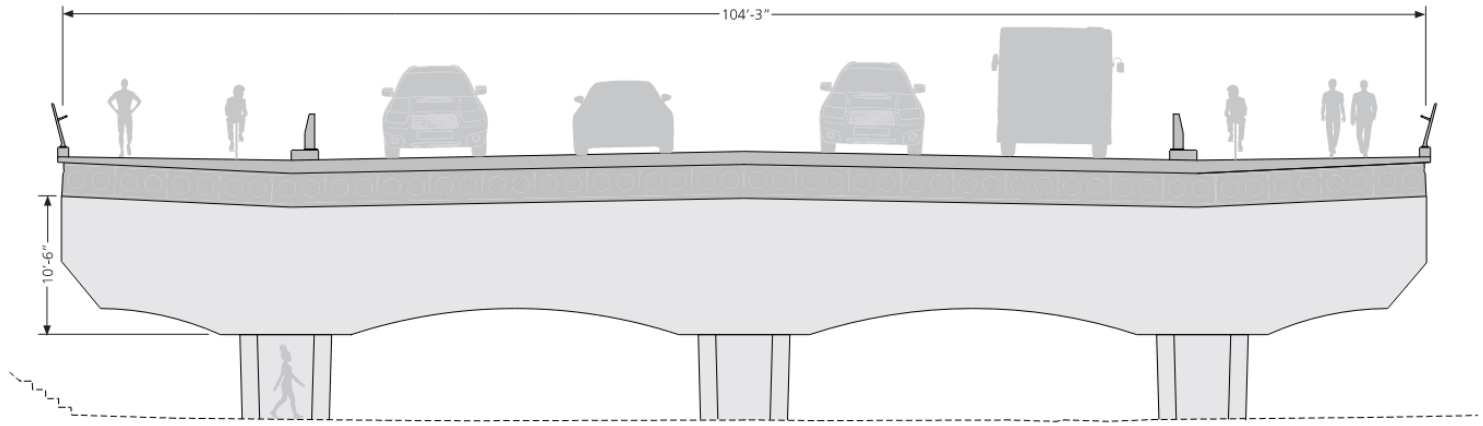
Span 1



1 **Span 1 at 1st Avenue - Section Looking North**

Scale: 1"= 10'- 0"

0' 5' 10' 20'



3 **Bent 2 - Elevation Looking East**

Scale: 1"= 10'- 0"

0' 5' 10' 20'

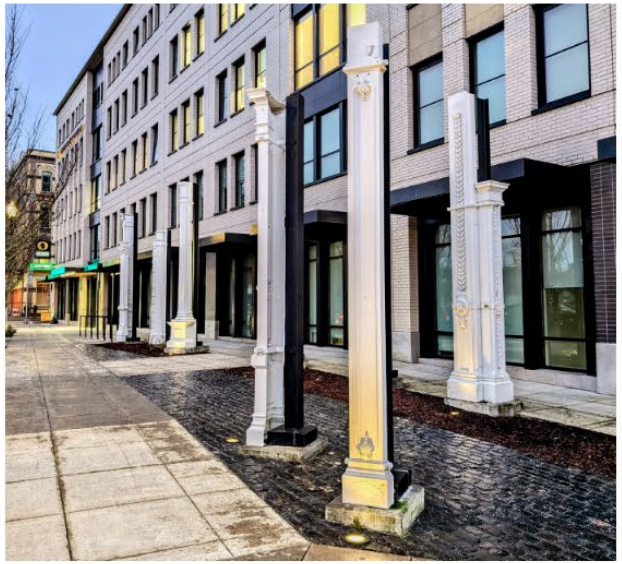
buildings. Actual historic artifacts from the Eric Ladd Collection or other may be available for reuse in appropriate projects or exhibits in the District. The sensitive reintegration and reproduction of these pieces will reinforce the District's history of cast iron use.

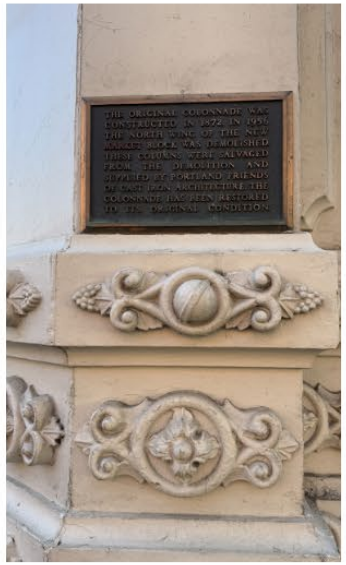
While any successful reintegration and reproduction of the cast iron façades would be positive, its reuse will have the greatest impact on projects located around the Skidmore Fountain and along First Avenue between Burnside and Oak. In addition to its reproduction on buildings in these areas there may also be opportunities for reusing elements of the cast iron collection along Naito Parkway between Oak and Ash, and potentially within portions of Waterfront Park.

From the Skidmore / Old Town Historic District Design Guidelines

Skidmore / Old Town Historic District

Span 1 Concepts





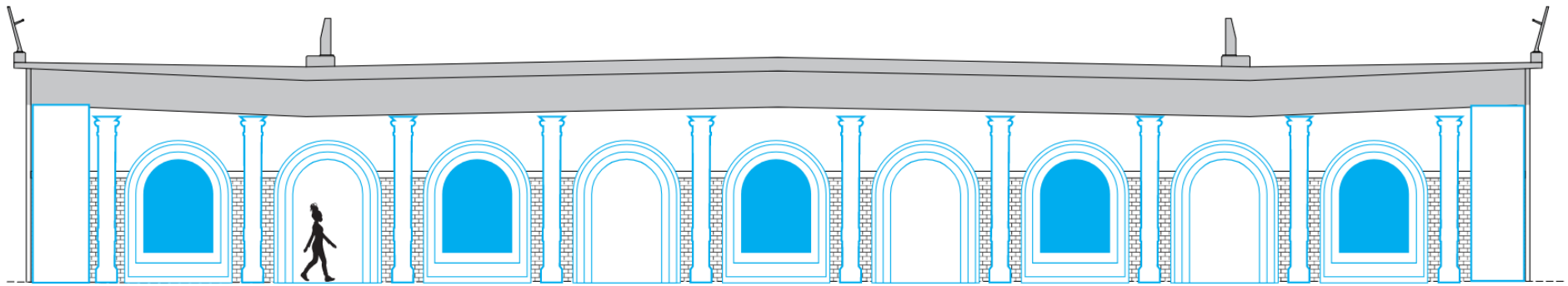
Skidmore / Old Town Historic District

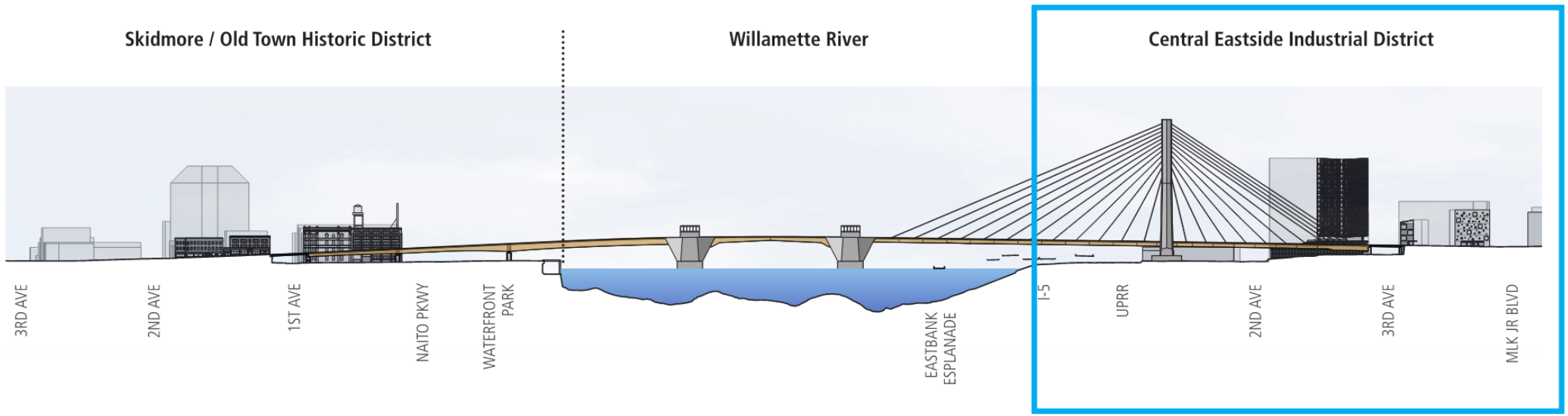
Span 1 Concepts

Theme #2: History of the Burnside Bridge

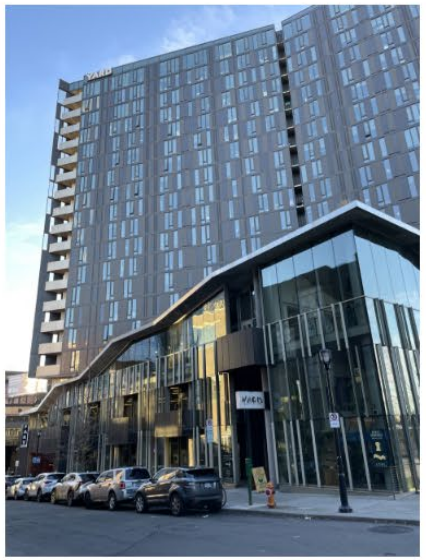
- First Burnside Bridge at this location and why it was replaced.
- Design and construction of the second Burnside Bridge.
- Designer of the second Burnside Bridge.
- Bascule operation of the second Burnside Bridge: why it opens and how it opens.
- Why the second Burnside Bridge is such a significant and notable work of engineering and architecture.
- Street level urban feel and connection to the City Beautiful movement.

Additional Theme: Historic District




Skidmore / Old Town Historic District
Willamette River
Central Eastside Industrial District
3RD AVE
2ND AVE
1ST AVE
NAITO PKWY
WATERFRONT PARK
EASTBANK ESPLANADE
I-5
UPRR
2ND AVE
3RD AVE
MLK JR BLVD

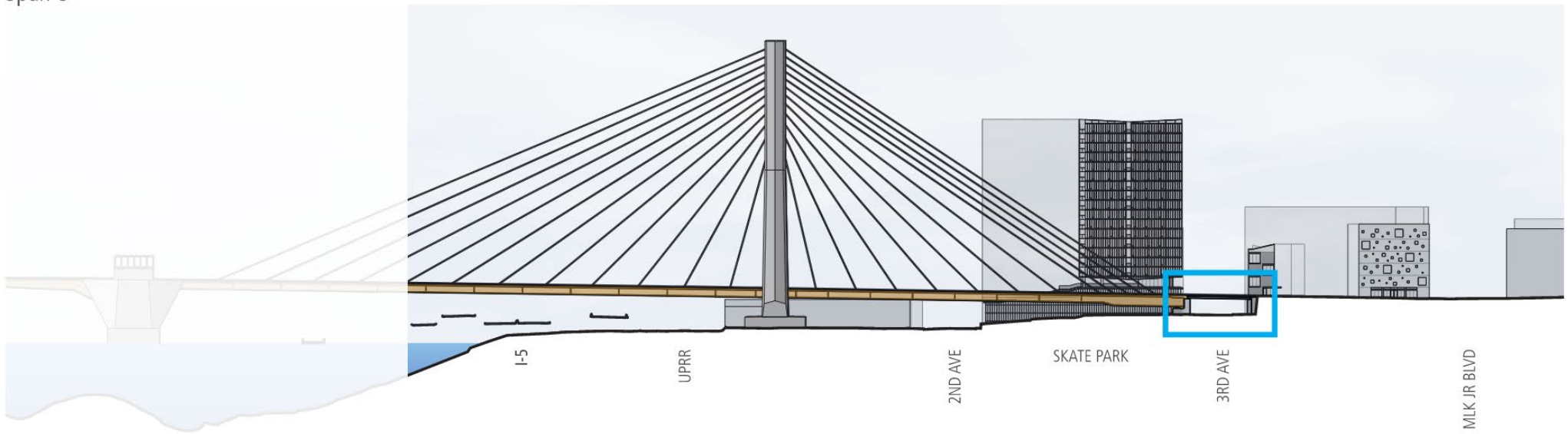
Central Eastside
Context



Central Eastside
Bridge Architecture

Central Eastside

Span 8



Existing Span 8

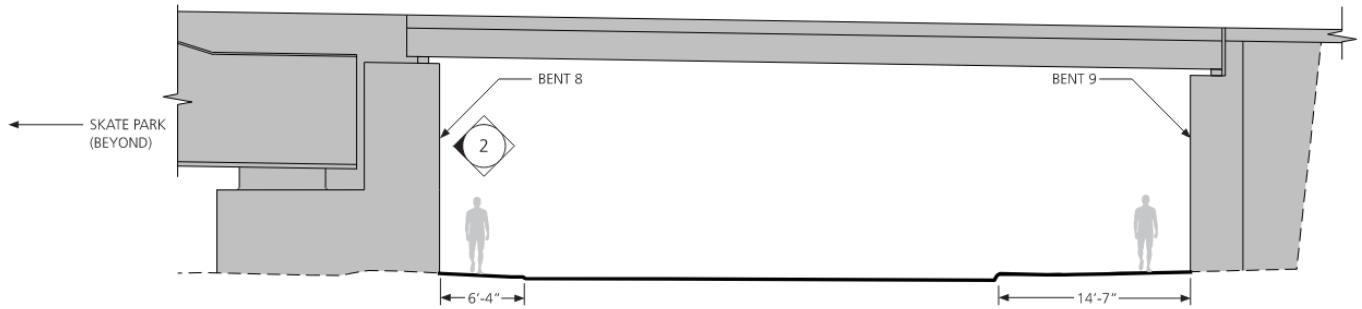
Central Eastside

Span 8

View North

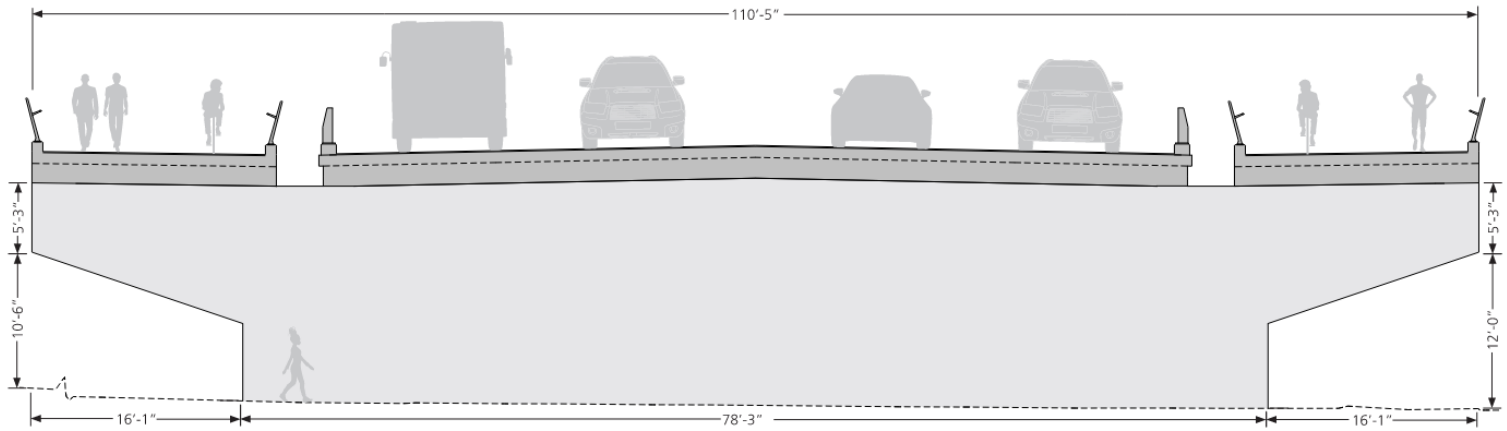
View South

Central Eastside
Span 8



1 **Span 8 at 3rd Avenue - Section Looking North**
Scale: 1"= 10'- 0"

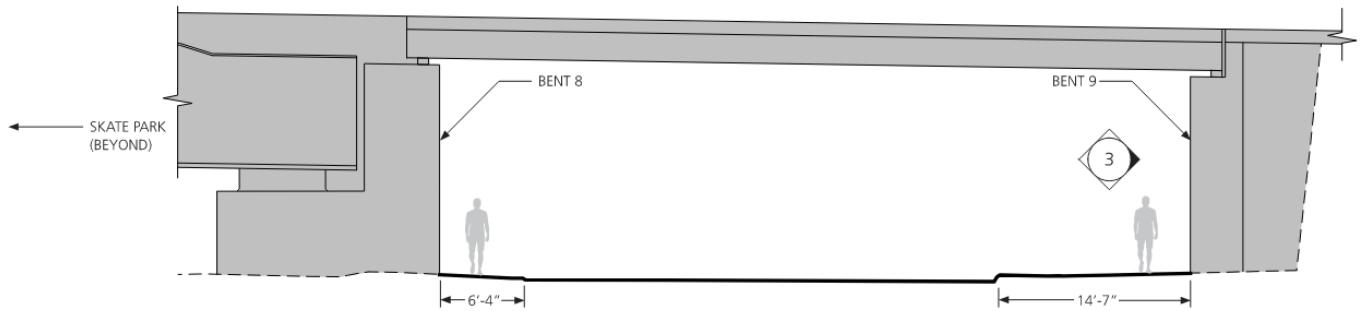
0' 5' 10' 20'



2 **Bent 8 - Elevation Looking West**
Scale: 1"= 10'- 0"

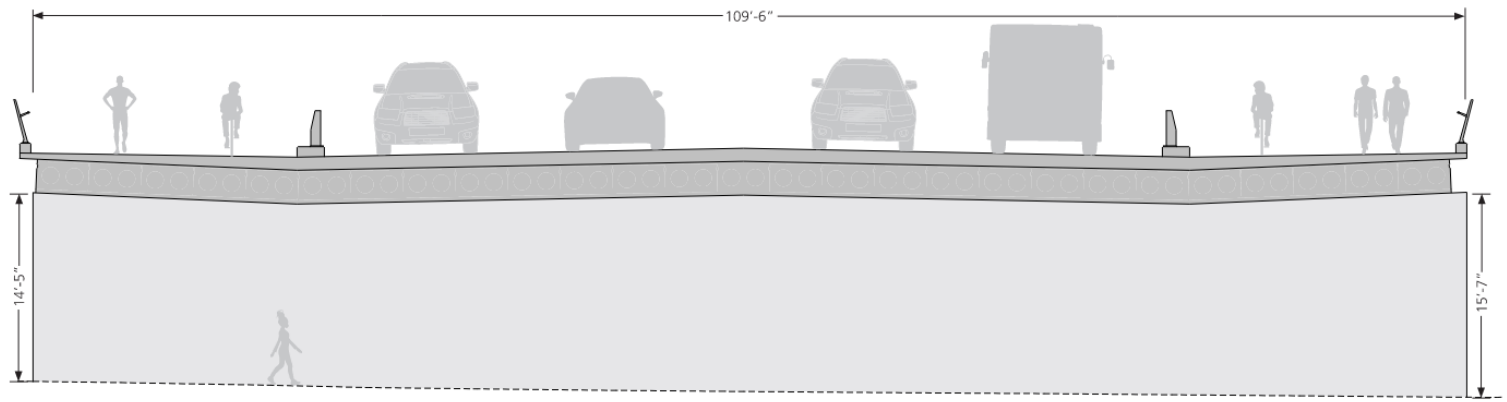
0' 5' 10' 20'

Central Eastside
Span 8



1 **Span 8 at 3rd Avenue - Section Looking North**
Scale: 1"= 10'- 0"

0' 5' 10' 20'



3 **Bent 9 - Elevation Looking East**
Scale: 1"= 10'- 0"

0' 5' 10' 20'

Central Eastside
Span 8

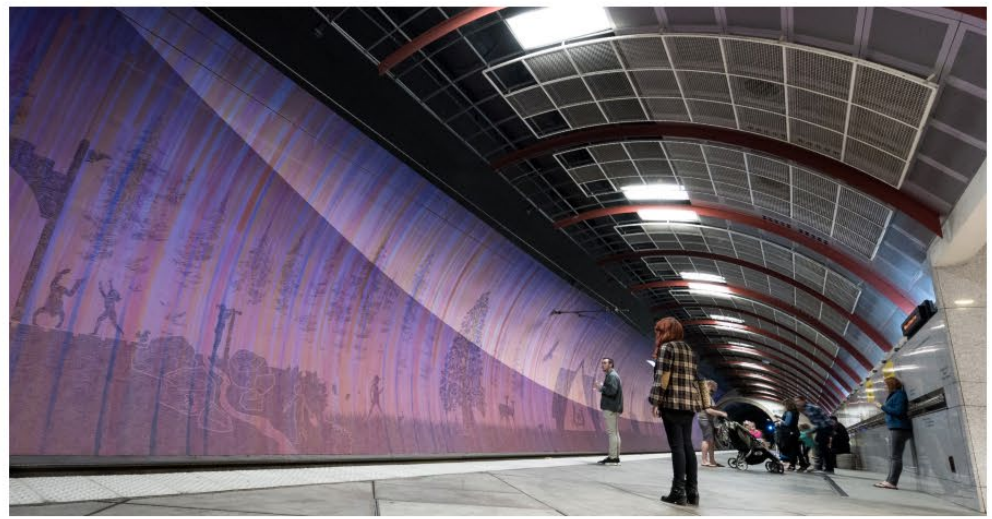
Theme #3:
Social Importance of the Burnside Bridge

- Automobiles, Buses, and Streetcars: Crossing the Burnside Bridge, 1924 to 2027.
- Events: Rose Parade, protests, and demonstrations.
- Burnside Bridge in art and photography.
- Burnside Bridge in popular culture and public memory.
- Construction and use of the Burnside Skatepark.
- Continual use of the Willamette River by Indigenous peoples as a fishery.

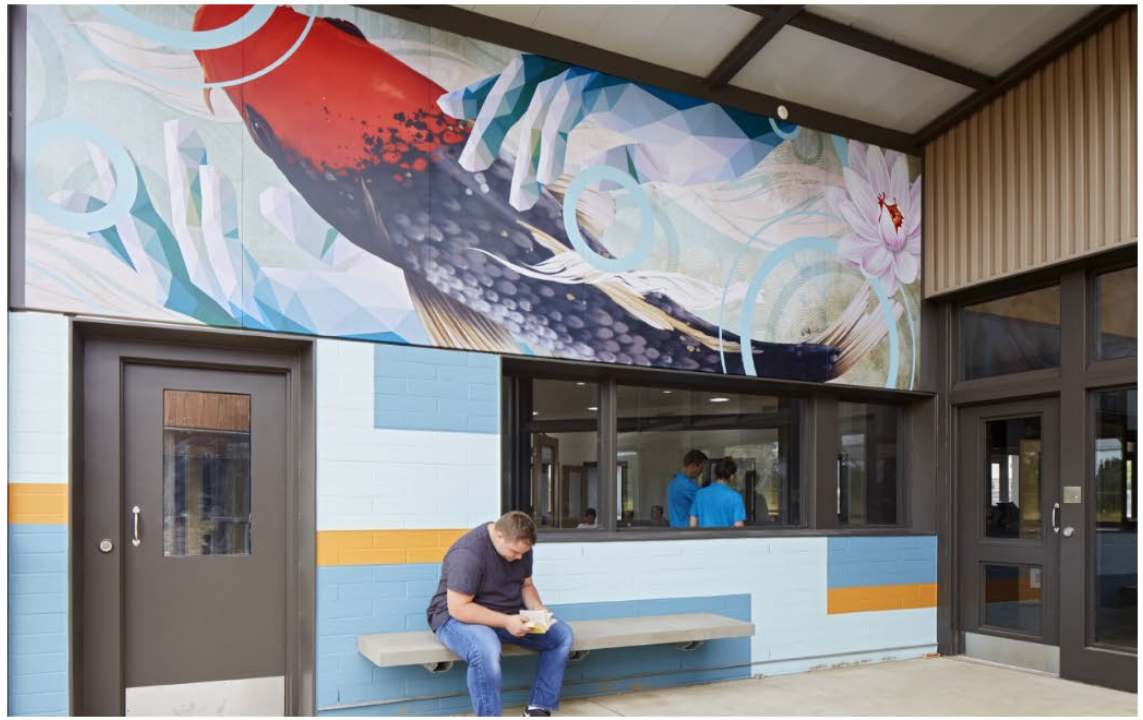
Additional Theme:
Central Eastside District History

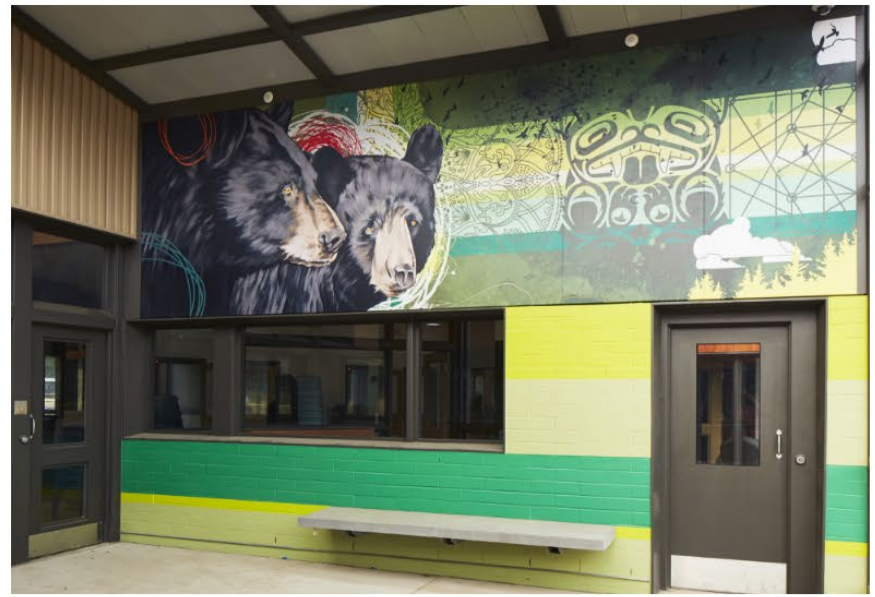
Interpretive Art - Art Procurement Process

Washington Park Station
Client: TriMet
Architect: ZGF
Artist: Kathy Fry & Margaret Drew, Mayer/Reed



Interpretive Graphics - Artist subconsultant to Design Team





MacLaren Youth Correctional Facility, Housing

Client: Oregon Youth Authority

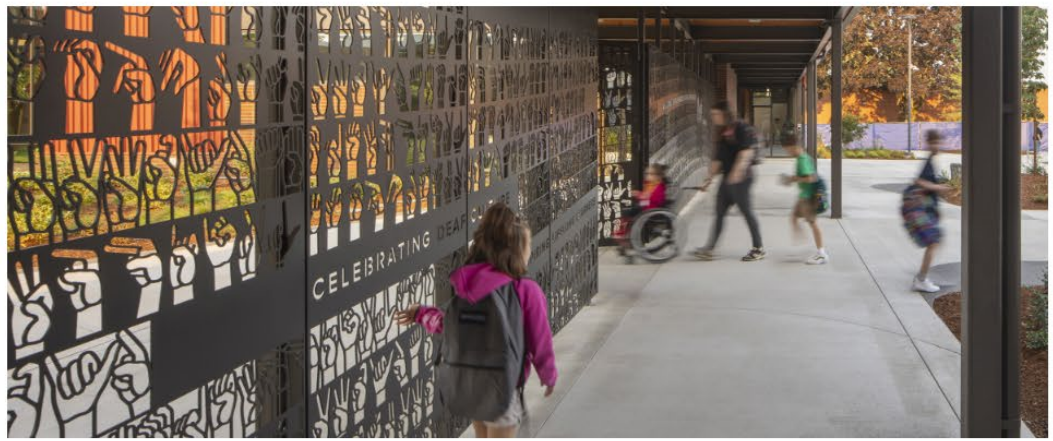
Architect: DLR

Facilitator & Architectural Integration:
Kathy Fry, Margaret Drew, Mayer/Reed

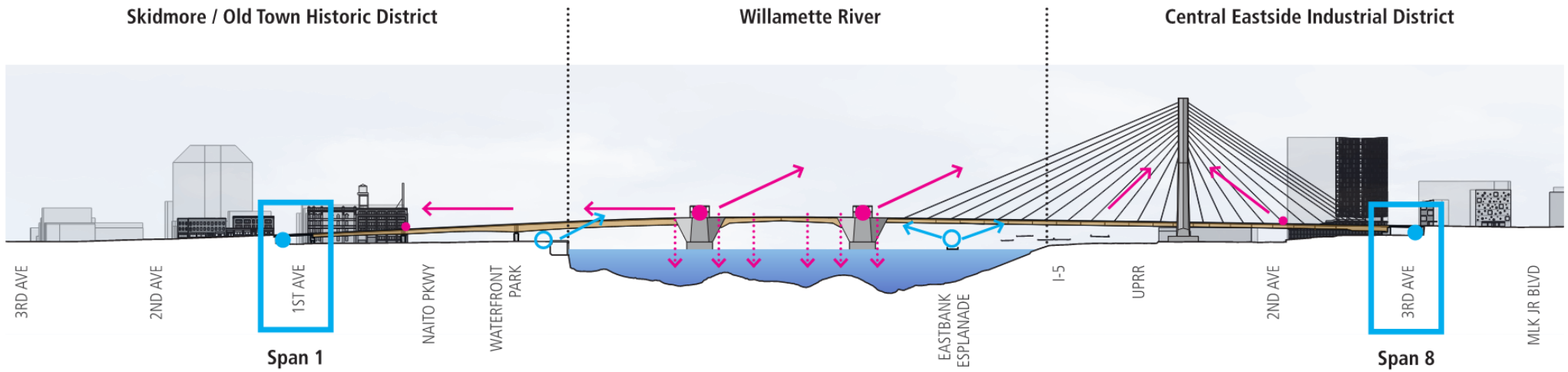
Artist: Blaine Fontana, Fontana Studios

Content: Community Sourced from Youth

Interpretive Graphics - Design Team



Washington School for the Deaf
Client: State of Washington
Architect: Mithun
Designer: Mayer/Reed
Theme: Established by committee



1 **Burnside Bridge - South Elevation**
Scale: 1"= 200'

0' 50' 100' 200'

- On-bridge location opportunities
- Off-bridge location opportunities
  Bent 1 & 8
- Off-bridge location opportunities
  City of Portland Parks and Recreation Property

- On-Bridge Views - River
- On-Bridge Views - City/Bridge
- Off-Bridge Views - Bridge

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

Next Steps

Upcoming CDAG Meetings:

- March 20, 2025
- May 2025 (TBD)

Other project updates

Closing Remarks


Thank you!