EARTHQUAKE READY BURNSIDE BRIDGE

Community Task Force Meeting #27

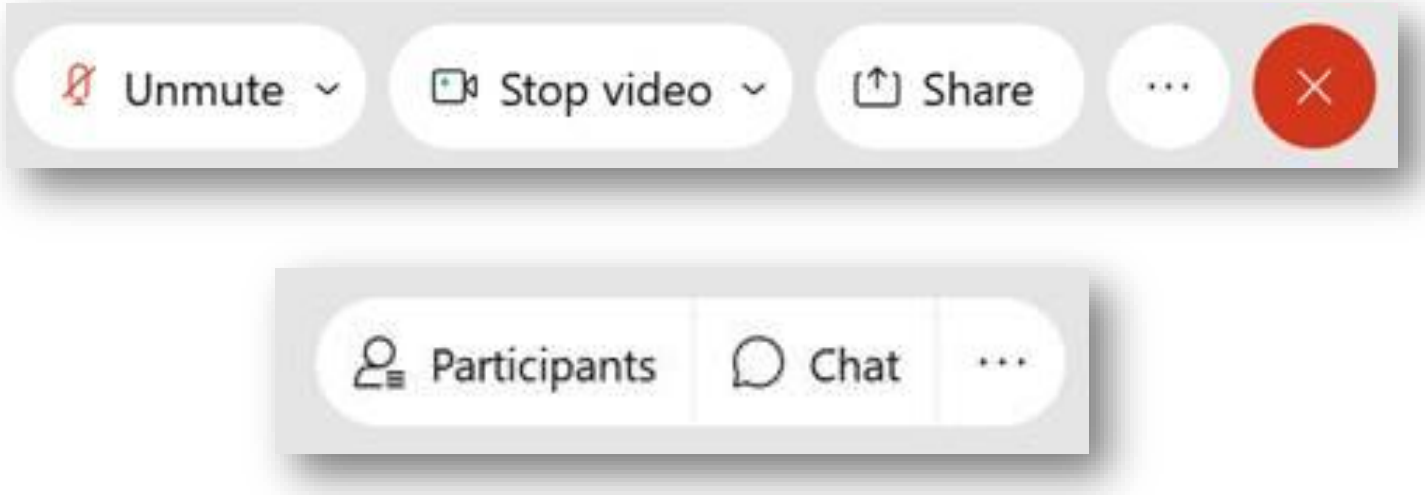
Members join meeting via WebEx link in calendar invite

NOTE: Meeting is live to the public and recorded

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

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Bri Dunn:
503.727.3972
Brianna.Dunn@hdrinc.com

Agenda

1. Welcome, Introductions, and Housekeeping
2. Public Comment
3. Workplan Update
4. Review Preferred Alternative Refinements
5. Open Discussion
6. Next Steps

Introductions and Roll Call

EARTHQUAKE READY BURNSIDE BRIDGE

Community Task Force

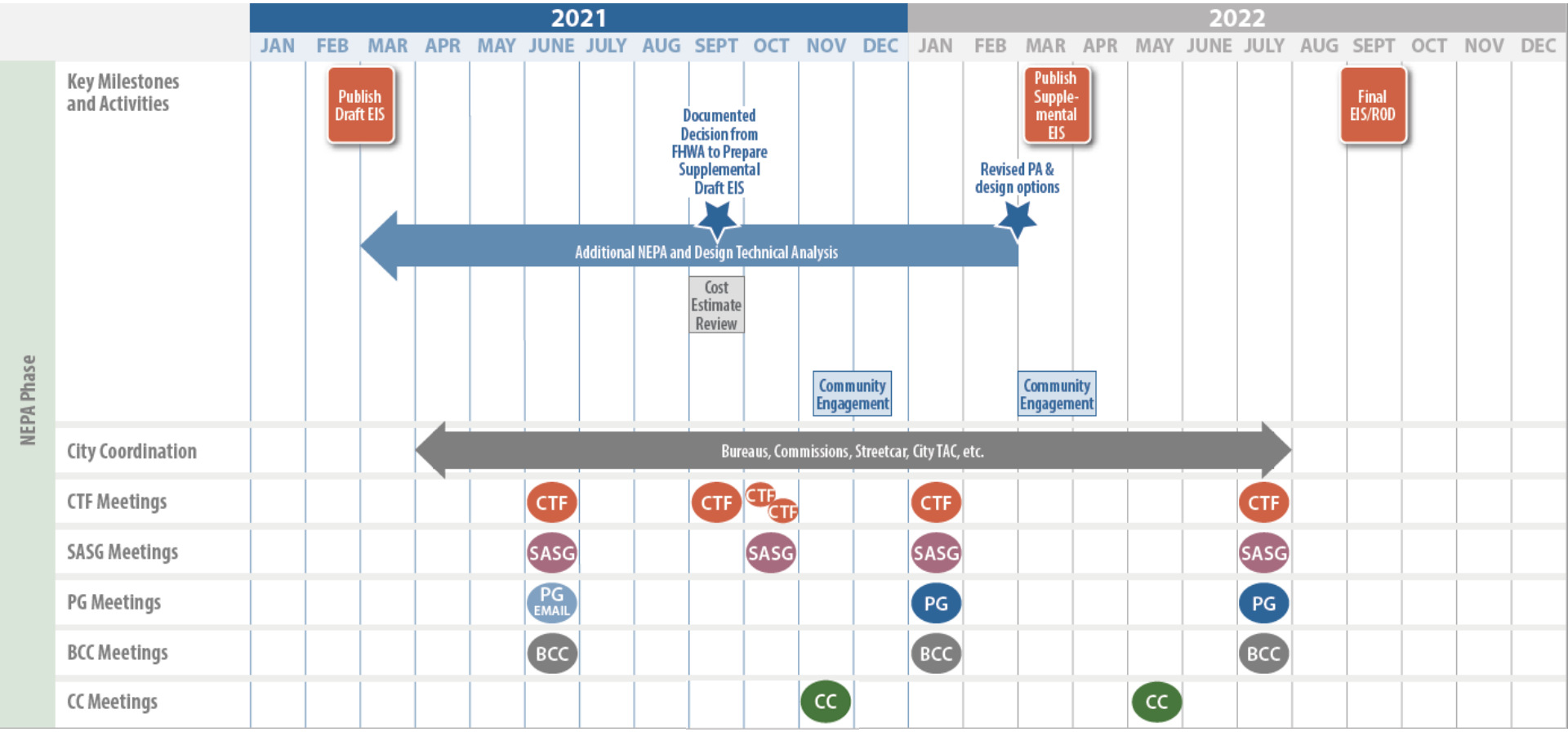
- **Amy Rathfelder**, Portland Business Alliance
- **Art Graves**, Multnomah County Bike and Pedestrian Citizen Advisory Committee
- **Dennis Corwin**, Portland Spirit
- **Ed Wortman**, Community Member
- **Frederick Cooper**, Laurelhurst Neighborhood Emergency Team and Laurelhurst Neighborhood Association
- **Gabe Rahe**, Burnside Skate Park
- **Howie Bierbaum**, Portland Saturday Market
- **Jackie Tate**, Community Member
- **Jane Gordon**, University of Oregon
- **Jennifer Stein**, Central City Concern
- **Marie Dodds**, AAA of Oregon
- **Neil Jensen**, Gresham Area Chamber of Commerce
- **Paul Leitman**, Oregon Walks
- **TBD,** Old Town Community Association
- **Peter Finley Fry**, Central Eastside Industrial Council
- **Sharon Wood Wortman**, Community Member
- **Stella Funk Butler**, Coalition of Gresham Neighborhood Associations
- **Susan Lindsay**, Buckman Community Association
- **Tesia Eisenberg**, Mercy Corps
- **William Burgel**, Portland Freight Advisory Committee

Public Comment

Workplan Update

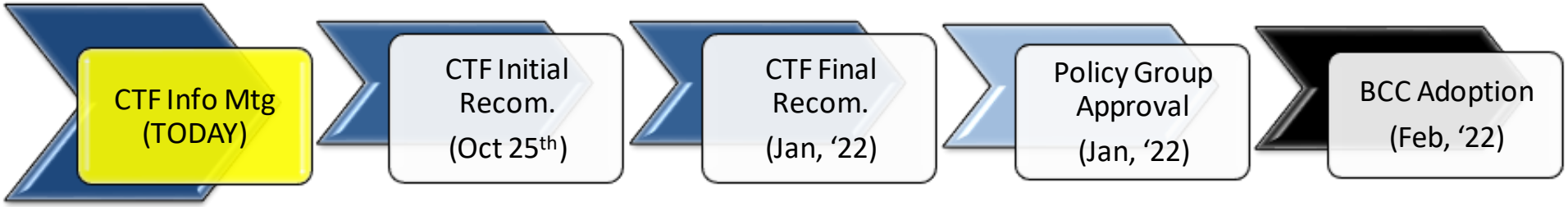
Updated Schedule & Workplan

EARTHQUAKE READY BURNSIDE BRIDGE



Legend: **BCC** - Board of County Commissioners **CC** - City Council **CTF** - Community Task Force **EIS** - Environmental Impact Statement **PA** - Preferred Alternative **PG** - Policy Group **RTP** - Regional Transportation Plan **SASG** - Senior Agency Staff Group **TAC** - Technical Advisory Committee

Decision Process



Meetings	CTF	Policy Group	Board of County Comm.	City Council	Key Question
Oct 11, '21 (TODAY)	✓				What additional information do you need to make a preliminary recommendation on the package of Preferred Alternative refinements at the next CTF meeting?
Oct 25, '21	✓				Do you recommend the package of Preferred Alt refinements to be referenced as part of the Online Open House?
January '22	✓				Do you recommend advancing the Revised PA to the Policy Group for approval?
January '22 Policy Group		✓			Do you approve the Revised PA?
February '22 County Commissioners			✓		Do you adopt the Revised PA?
April '22 City Council				✓	Do you adopt including the Revised PA in the Metro Regional Transportation Plan amendment?

Preferred Alternative Refinements

Why are we revising the Preferred Alternative?

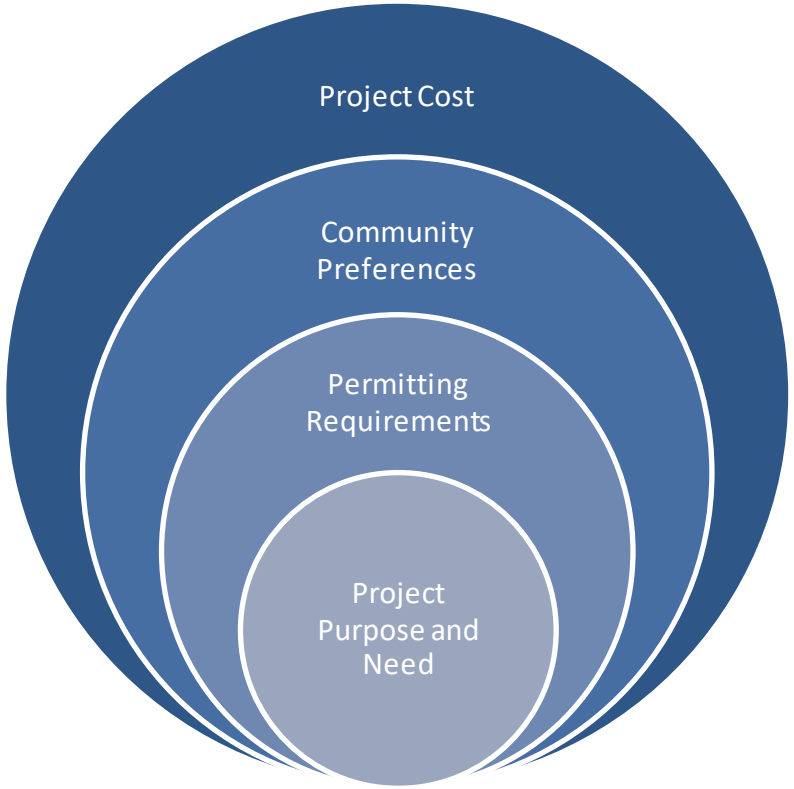
EARTHQUAKE READY BURNSIDE BRIDGE

Key Drivers

The Preferred Alternative is being revised to define a different scenario than was assumed in the DEIS

Why?

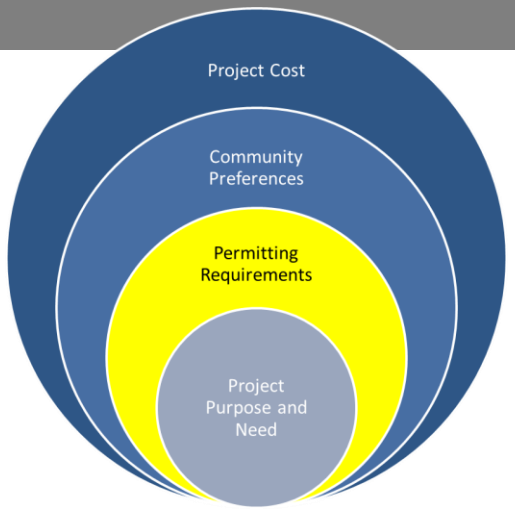
- To reduce the overall Project costs
- To respond to new input from regulatory agencies
- To study a different set of environmental impacts
- To capitalize on the opportunity to make Type Selection decisions within the NEPA documents



Permitting Requirements

EARTHQUAKE READY BURNSIDE BRIDGE

Why do the NEPA findings and future permitting influence Project decisions?



- NEPA requires that EISs demonstrate that the preferred alternative complies with federal environmental regulations
  - **National Historic Preservation Act** – mitigation for adverse effects
  - **Federal Transportation Act Section 4(f) (parks and historic resources)** – must select the least harm alternative
  - **Endangered Species Act** – avoid jeopardy
  - **Clean Water Act** (river and navigation channel impacts) – Least Environmentally Damaging Practicable Alternative
  - **Rivers and Harbors Act** (bridges and navigation) – USCG approval

Preferred Alternative Refinements

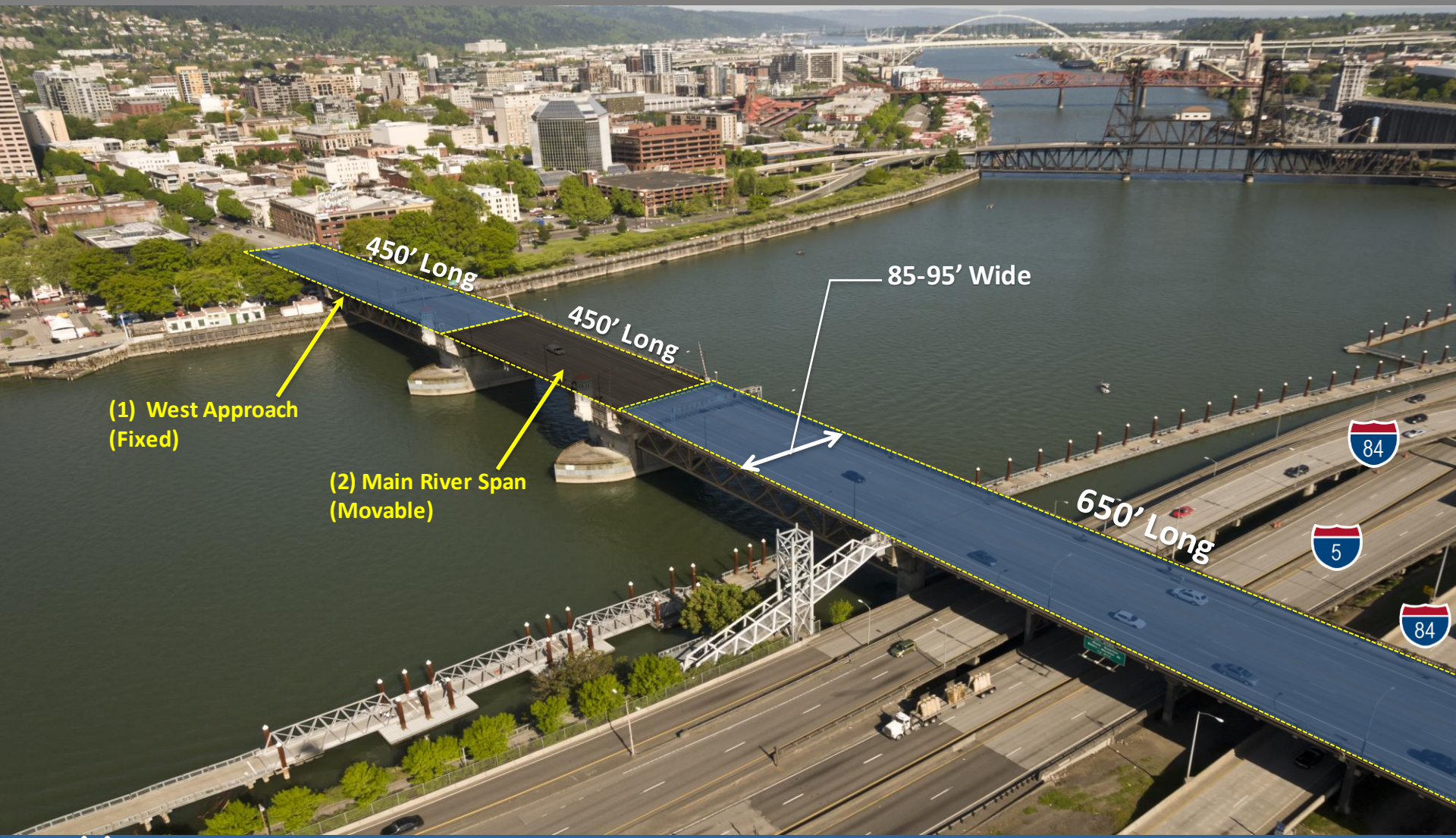
Revised Preferred Alternative Refinements	Why?	CTF Recommendation on 10/25?
1. Bridge width: Reduced by approx. 26 feet	• Cost savings	✓
2. Vehicle Lanes: Reduced from 5 to 4 vehicular lanes	• Cost savings	✓
Lane Configurations: 4 Options under consideration	• Minimize traffic impact	City decision
3. Bike / Ped Space: Reduced from 20' to 15.5' (or 17')	• Cost savings	✓
4. West Approach bridge type: Reduced to only the Girder type	• Regulatory permitting • Cost savings	✓
5. Movable span bridge type: Select either Lift or Bascule type	• Regulatory permitting • Community preference • Cost savings	✓
6. East Span Bridge Type: Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	• Community preference	✓
Eastside column location for Tied Arch: Advancing option west of NE 2nd Avenue	• Regulatory permitting • Cost savings	County decision
ADA Connections to Bridge: Advance stairs and elevators (dismiss Ramps)	• Minimize cost	County decision

West Approach Bridge Type

Long-span Alternative

EARTHQUAKE READY BURNSIDE BRIDGE

"Three bridges in one"

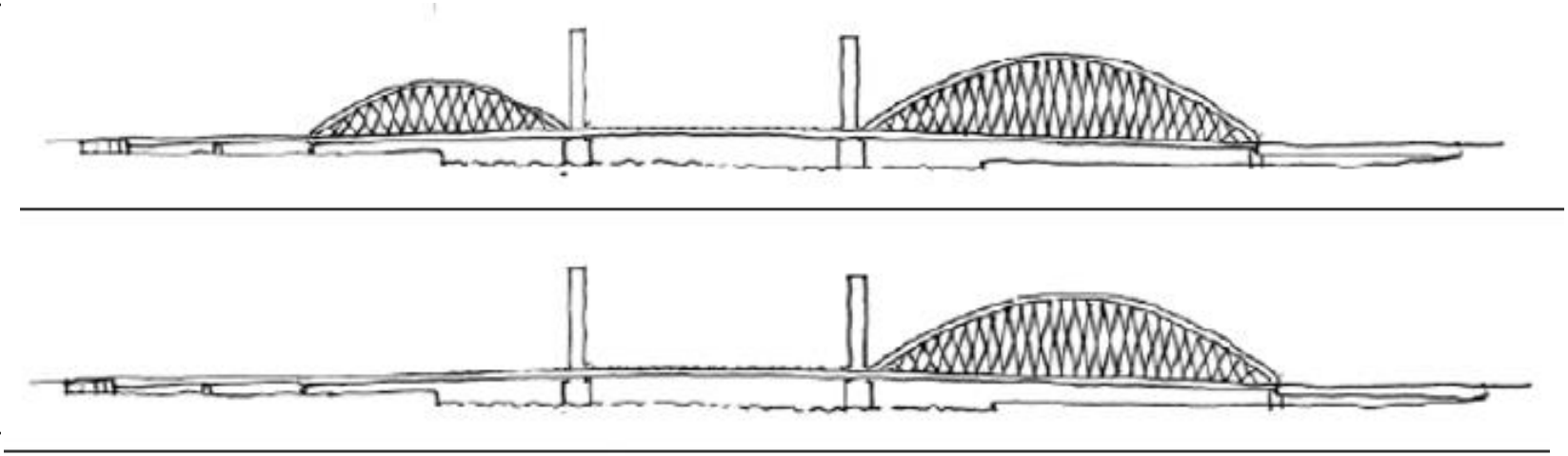


Range of Long Span Bridge Types

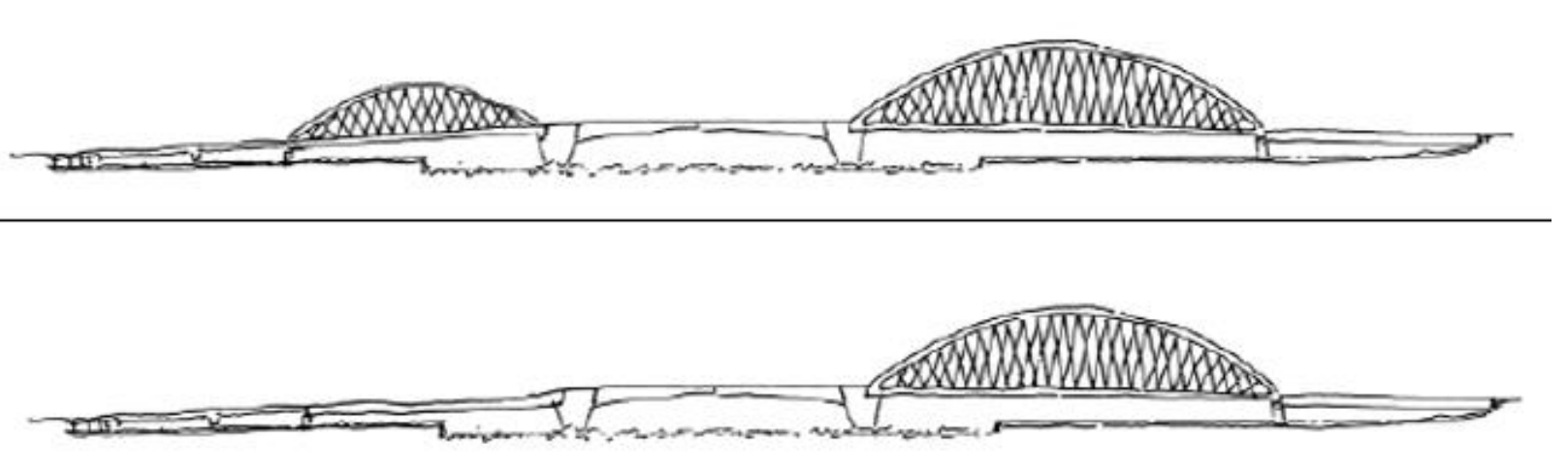
EARTHQUAKE READY BURNSIDE BRIDGE

Tied Arch: West Approach Variations

Lift Options



Bascule Options

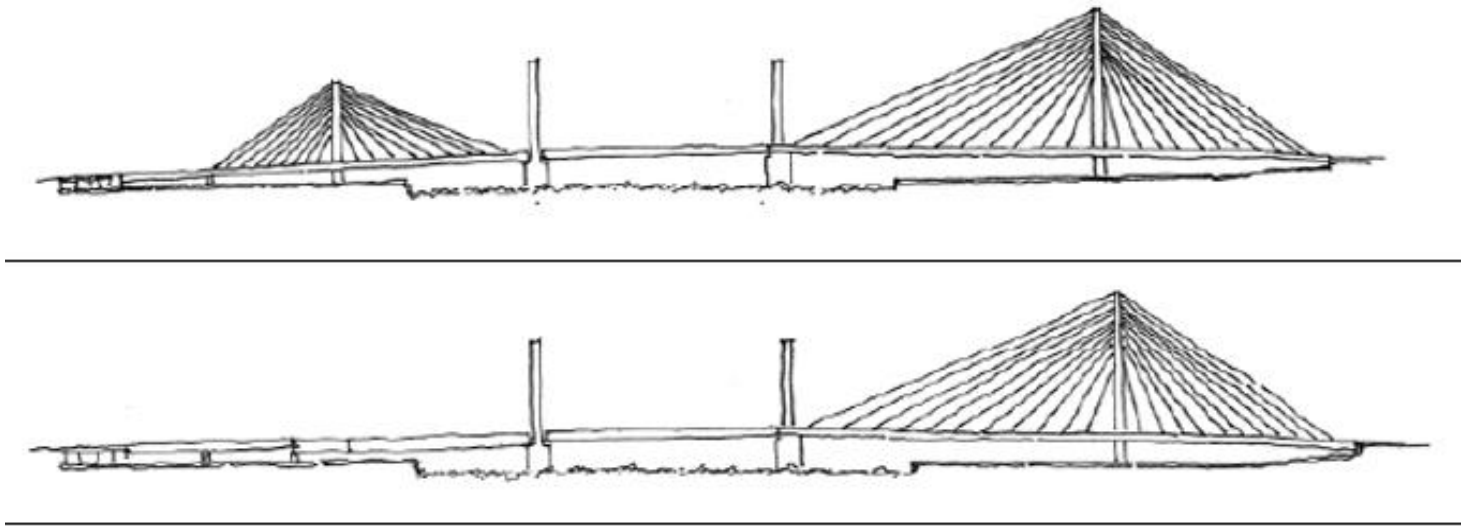


Range of Long Span Bridge Types

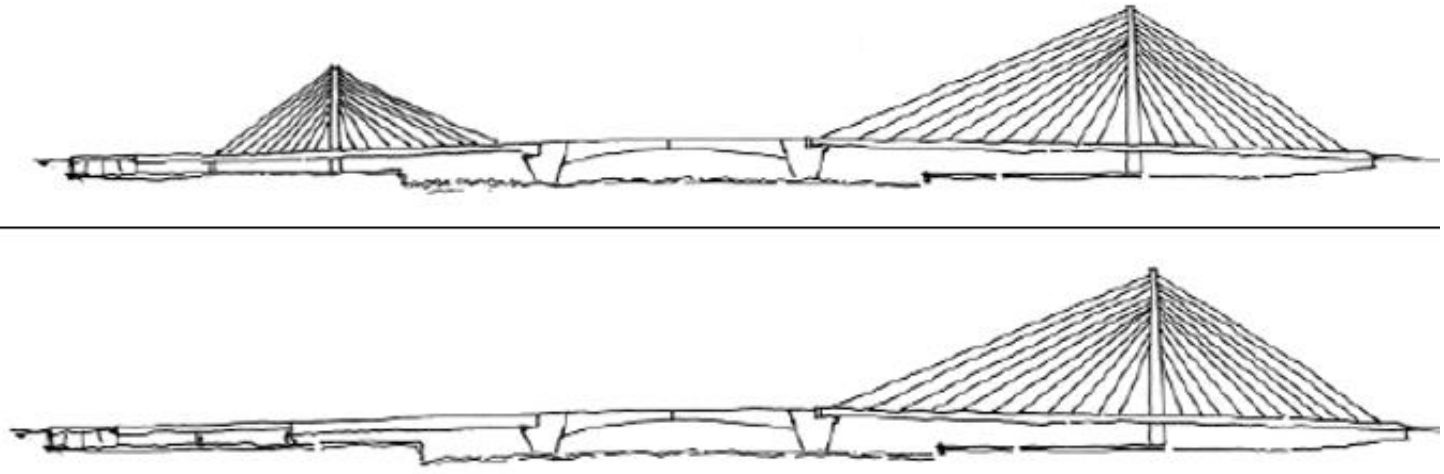
EARTHQUAKE READY BURNSIDE BRIDGE

Cable Supported: West Approach Variations

Lift Options

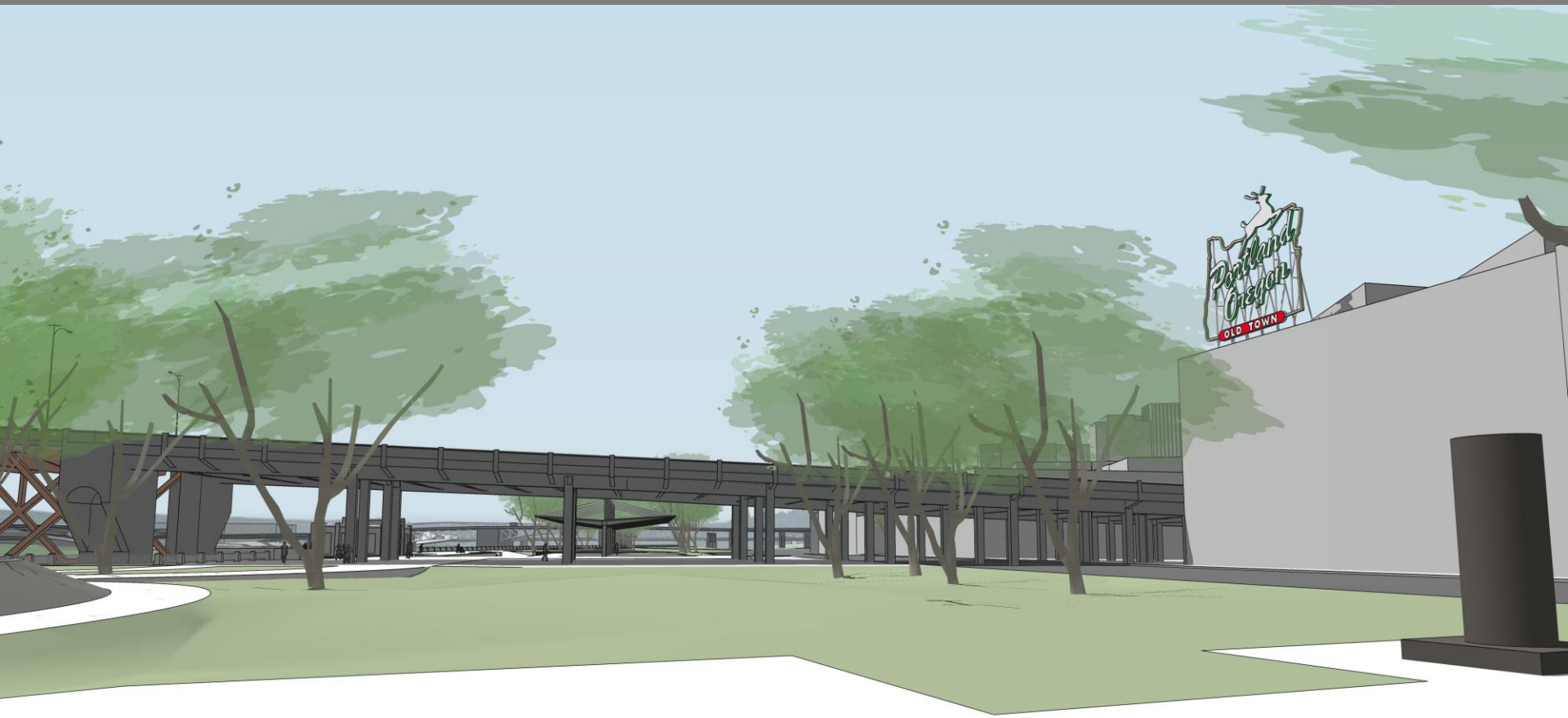


Bascule Options



West Approach

Existing Girder Bridge



Long-span Approach Options in the DEIS

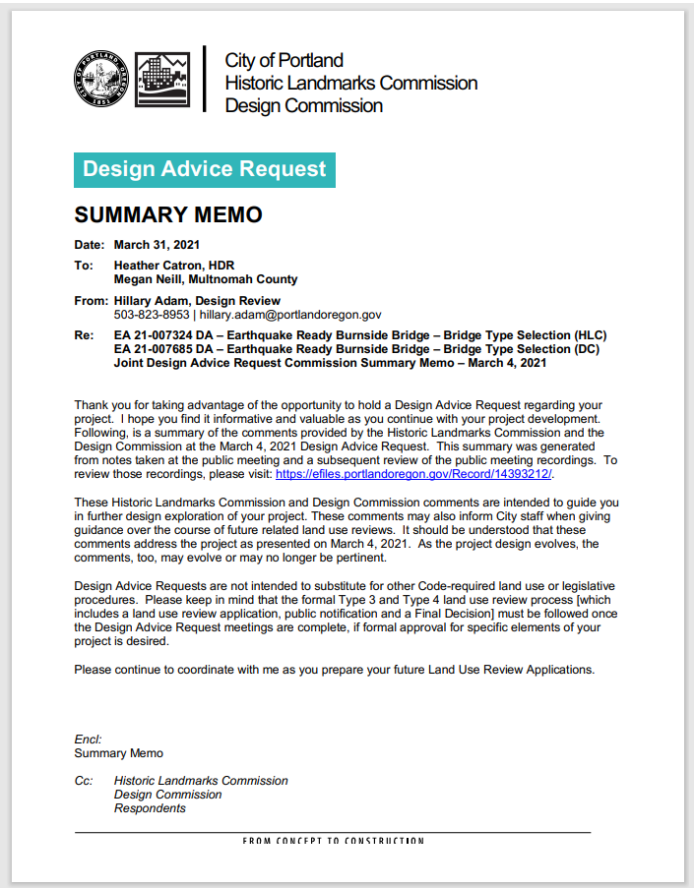
EARTHQUAKE READY BURNSIDE BRIDGE

Replacement Long Span is the Recommended Preferred Alternative

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.

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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

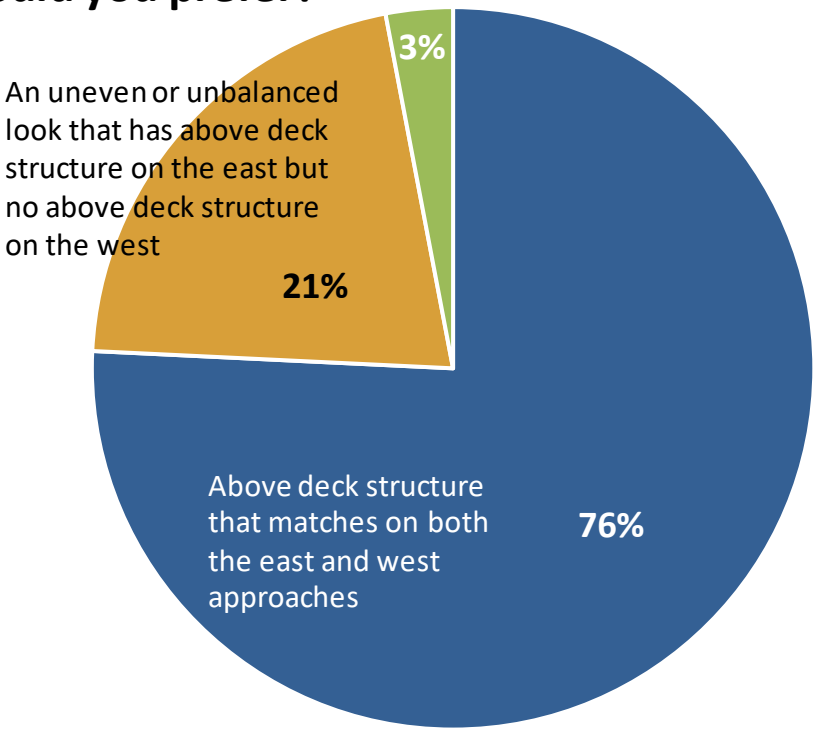
FROM CONCEPT TO CONSTRUCTION

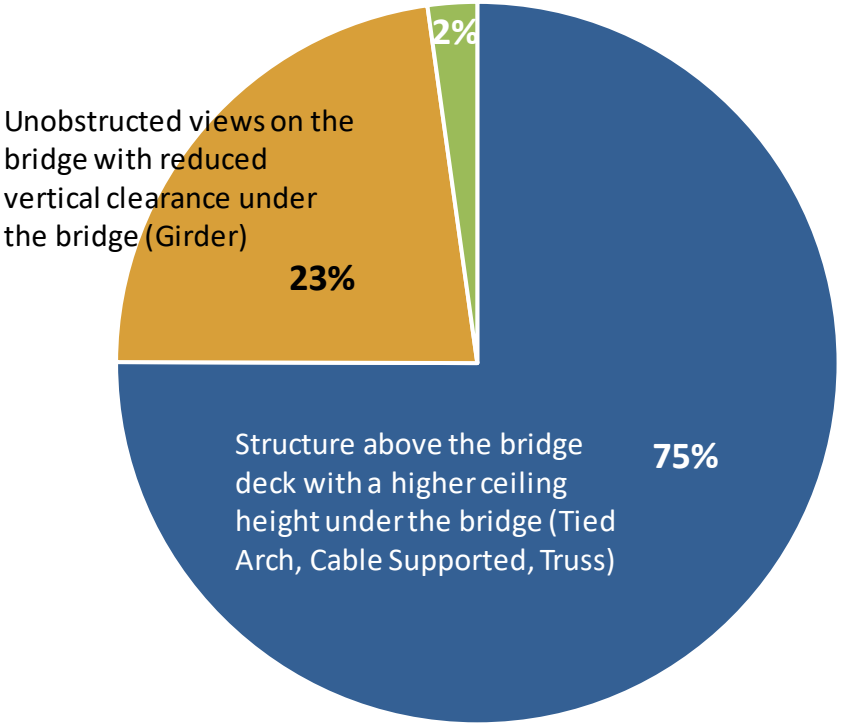
West Approach Bridge Type

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?





UDAWG Input (Mtg on 9/29/21)

Assessment

- **Revised Girder Option Response:**
  - No opposition vocalized
- **UDAWG Mtg Quotes:**
  - *With the girder approach, "the bascule makes the asymmetry work well"*

West Approach Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

County Recommendation: West Approach Girder for all Bridge Compositions

Movable Span Bridge Type

Existing Willamette River Bridges

EARTHQUAKE READY BURNSIDE BRIDGE

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

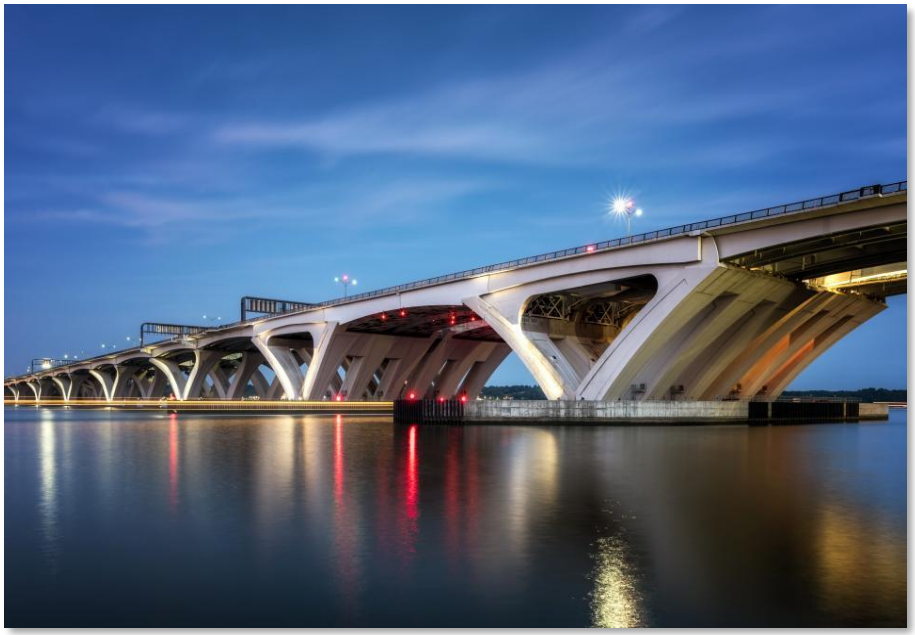
Range of Bridge Types

EARTHQUAKE READY BURNSIDE BRIDGE

Movable Span

Lift

Bascule

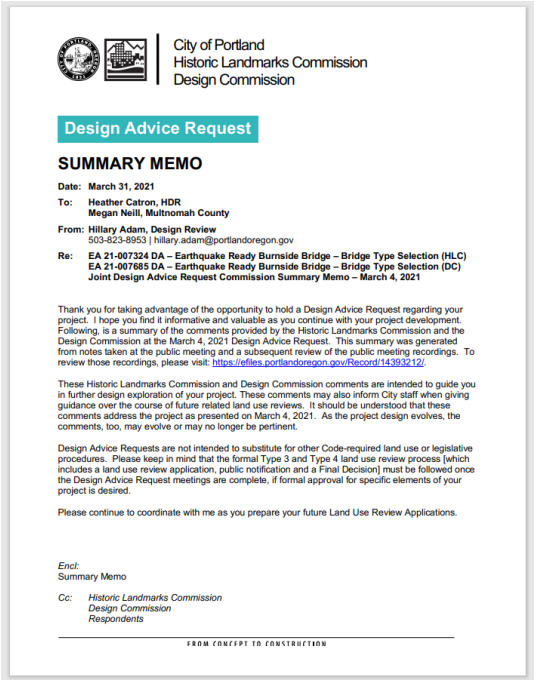


Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

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



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Cc: *Historic Landmarks Commission*
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Respondents

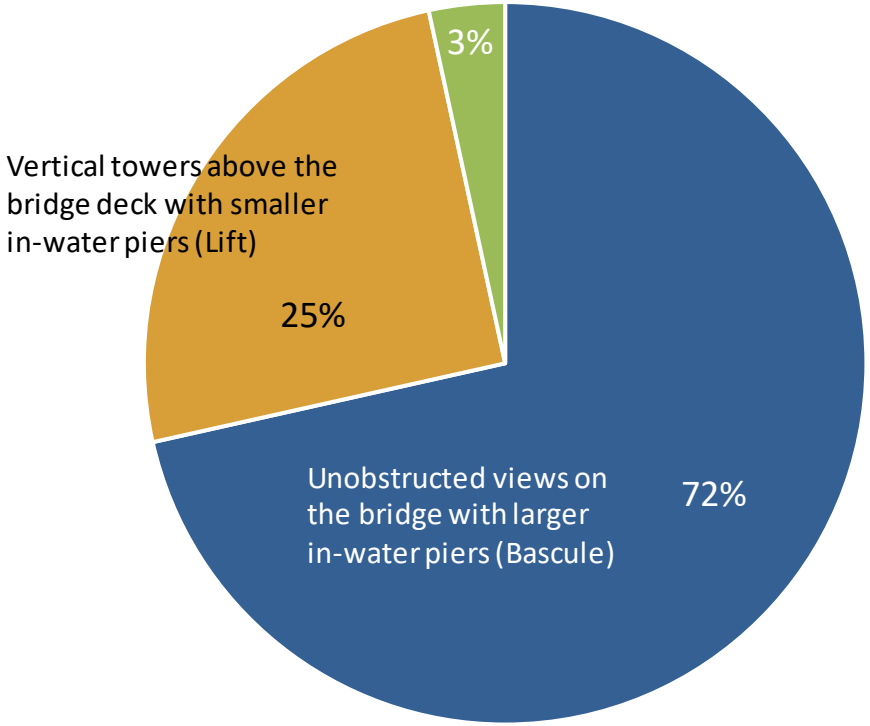
FROM CONCEPT TO CONSTRUCTION

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

EARTHQUAKE READY BURNSIDE BRIDGE

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

Type Selection Evaluation Criteria

EARTHQUAKE READY BURNSIDE BRIDGE

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

Movable Bridge Supporting Info: *Basic Form Bridge Views*

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 1: From I-84 to I-5 Southbound

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 1: From I-84 to I-5 Southbound

Tied Arch with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 1: From I-84 to I-5 Southbound

Tied Arch with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 1: From I-84 to I-5 Southbound

Cable Stayed with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 1: From I-84 to I-5 Southbound

Cable Stayed with Lift

Bridge Views: From Waterfront Park

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Tied Arch with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Tied Arch with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Cable Stayed with Bascule

Movable Span Bridge Type

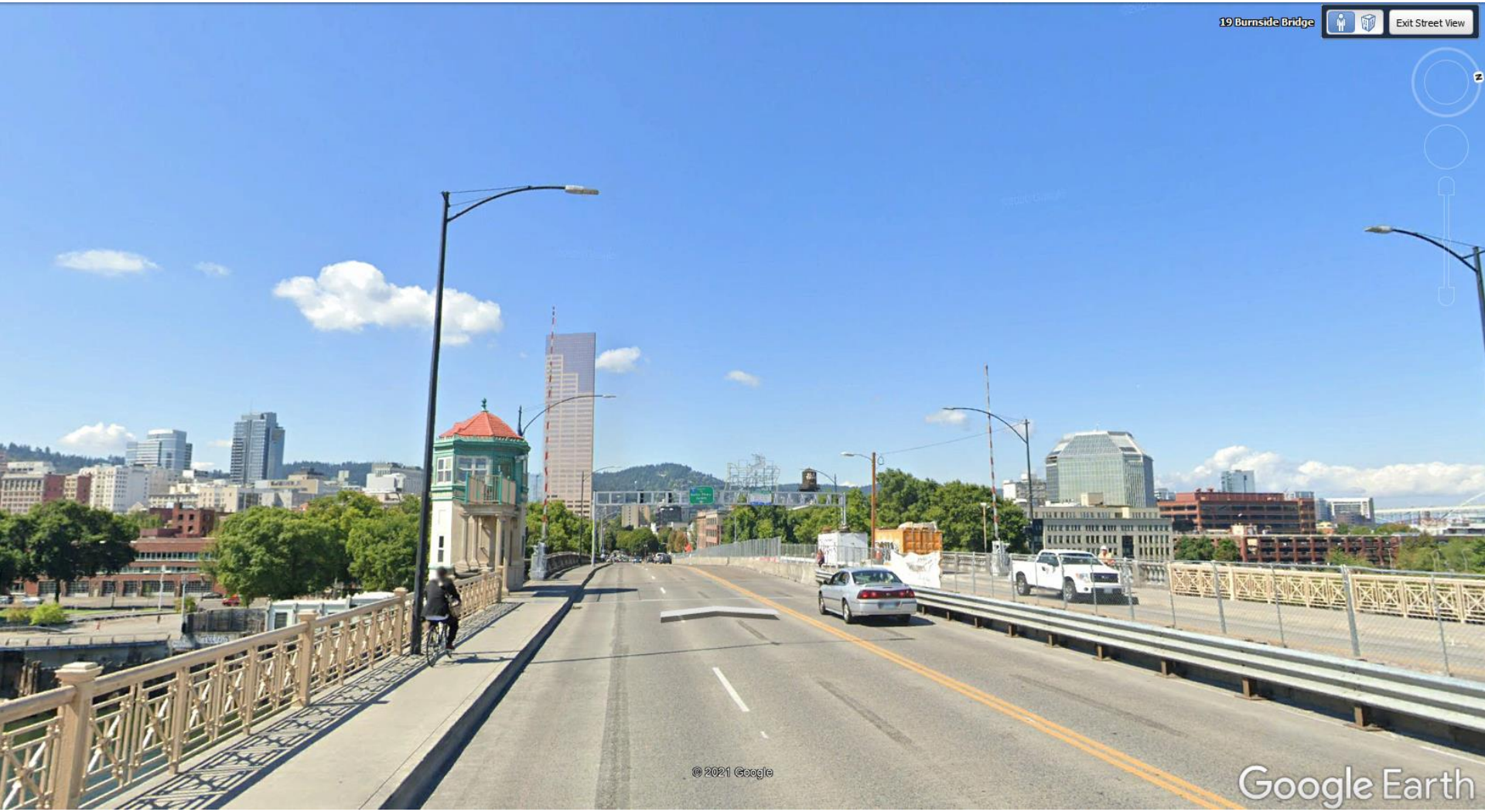
EARTHQUAKE READY BURNSIDE BRIDGE

View 2: Looking NE from Waterfront Park

Cable Stayed with Lift

Bridge Views

View 3: Looking West from Burnside Bridge



Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

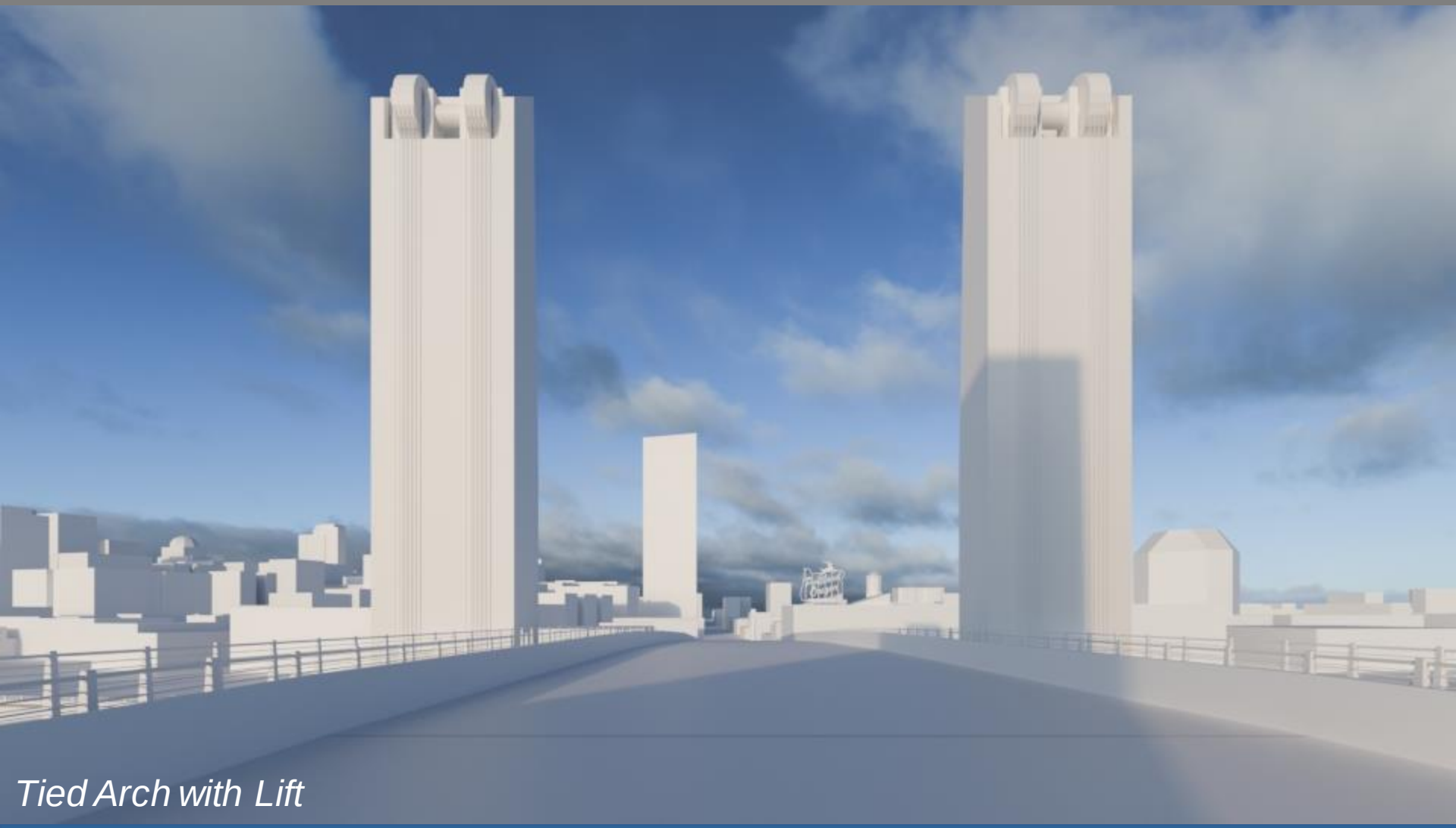
View 3: Looking West from Burnside Bridge

Tied Arch with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 3: Looking West from Burnside Bridge

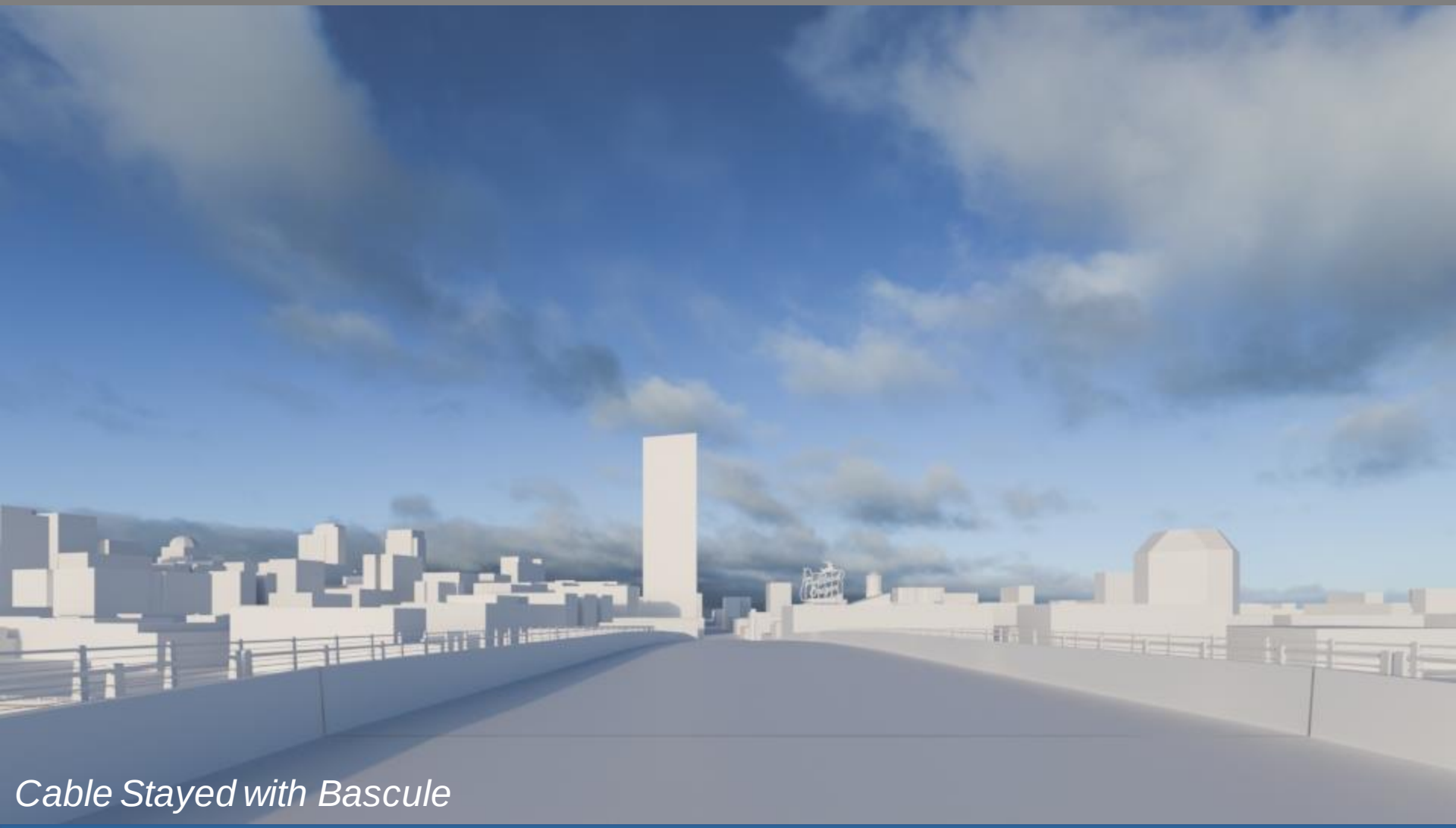


Tied Arch with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 3: Looking West from Burnside Bridge



Cable Stayed with Bascule

Movable Span Bridge Type

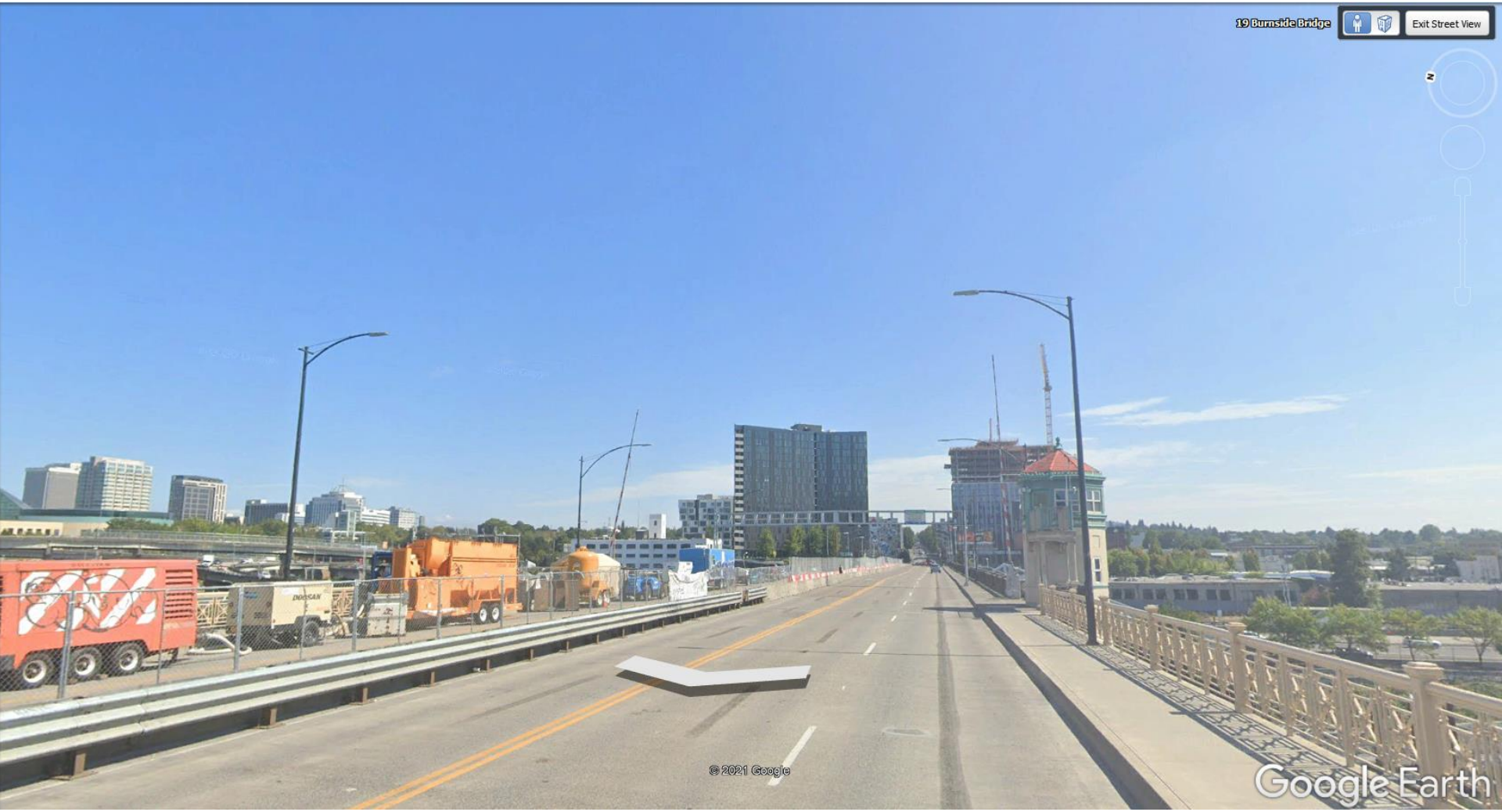
EARTHQUAKE READY BURNSIDE BRIDGE

View 3: Looking West from Burnside Bridge

Cable Stayed with Lift

Bridge Views

View 4: Looking East from Burnside Bridge Midspan



Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 4: Looking East from Burnside Bridge Midspan

Tied Arch with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 4: Looking East from Burnside Bridge

Tied Arch with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 4: Looking East from Burnside Bridge Midspan

Cable Stayed with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 4: Looking East from Burnside Bridge Midspan

Cable Stayed with Lift

Bridge Views: From Waterfront Park

EARTHQUAKE READY BURNSIDE BRIDGE

View 5: Looking SW from Waterfront Park

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 5: Looking SW from Waterfront Park

Tied Arch with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 5: Looking SW from Waterfront Park

Tied Arch with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

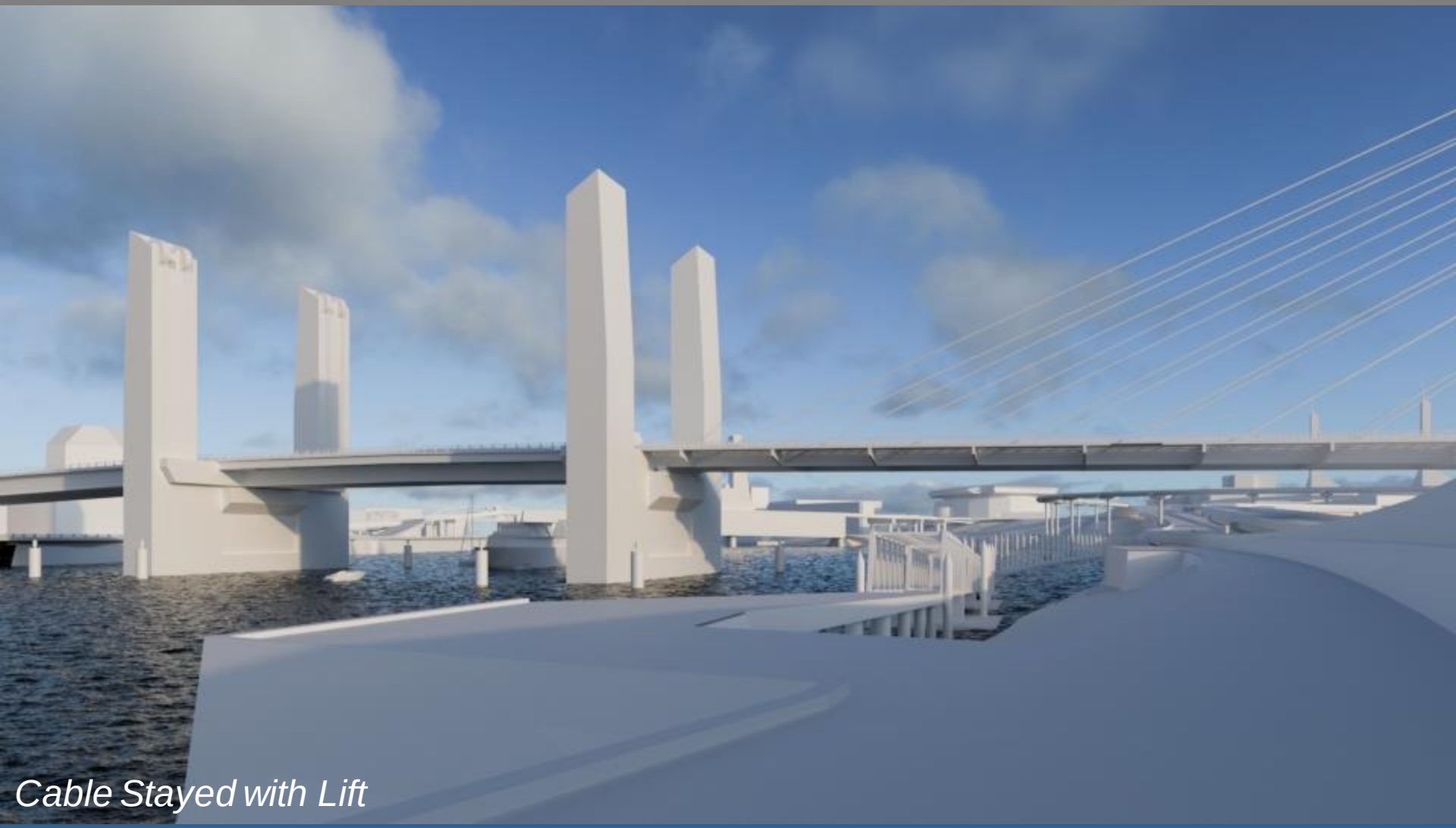
View 5: Looking SW from Waterfront Park

Cable Stayed with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 5: Looking SW from Waterfront Park



Cable Stayed with Lift

Bridge Views

View 6: Looking North from Morrison Bridge

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 6: Looking North from Morrison Bridge

Tied Arch with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 6: Looking North from Morrison Bridge

Tied Arch with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 6: Looking North from Morrison Bridge

Cable Stayed with Bascule

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

View 6: Looking North from Morrison Bridge

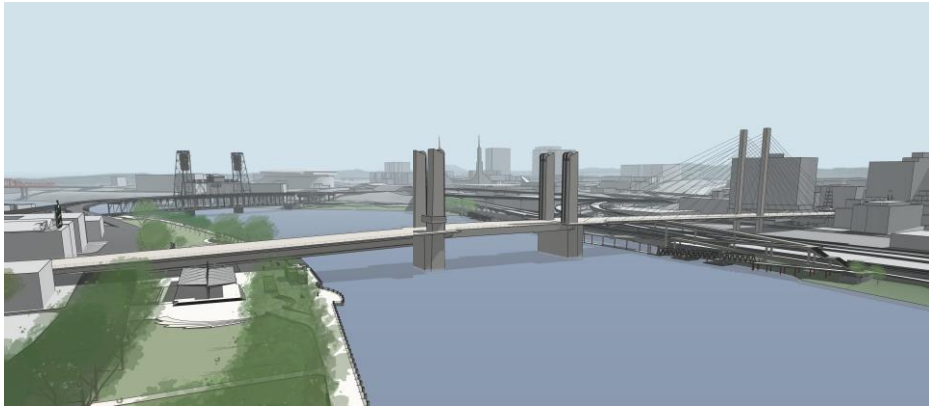
Cable Stayed with Lift

Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

Assessment – UDAWG Input (Mtg on 9/29/21)

- **Lift versus Bascule option Response:**
  - Zero supporters of the Lift Bridge option moving forward
- **UDAWG Meeting Quotes:**
  - *"The Lift bridge towers are completely out of scale for the size of this river and its setting. It is a non-starter."*
  - *"The towers and lift bridge are simply too much … too massive."*
  - *"The lift could work well in a different setting with a different structure type framing into it; but not at this site, where the architectural event is on the east side."*
  - *"The bascule is a better option."*



Movable Span Bridge Type

EARTHQUAKE READY BURNSIDE BRIDGE

County Recommendation: Bascule Movable Bridge

Bascule with Tied Arch

OR

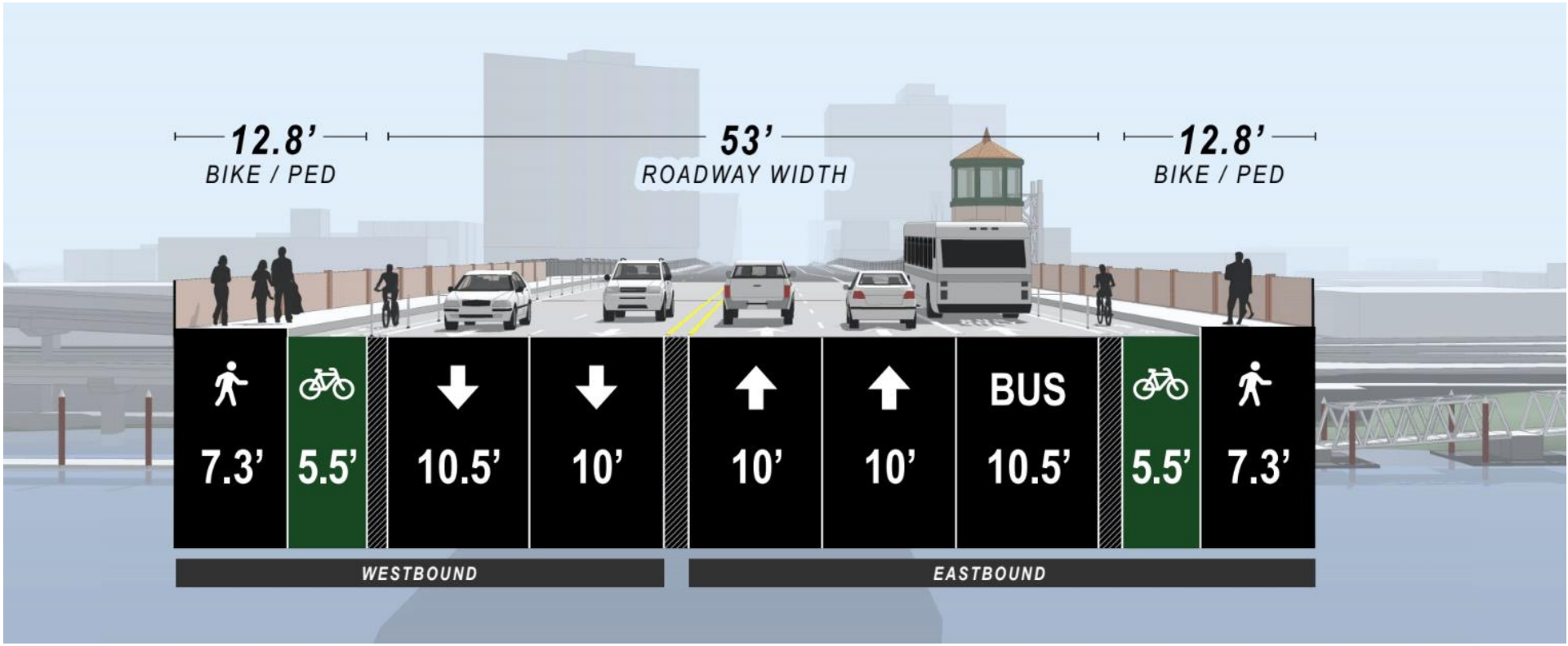
Bascule with Cable Stayed

4. Bridge Width Reduction

EARTHQUAKE READY BURNSIDE BRIDGE

Narrower Bridge

Existing Cross Section:

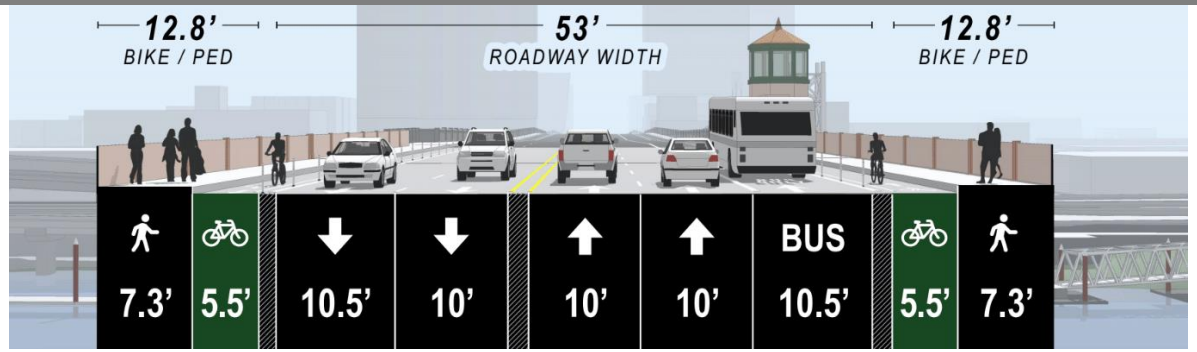


Bridge SDEIS Cross Section

EARTHQUAKE READY BURNSIDE BRIDGE

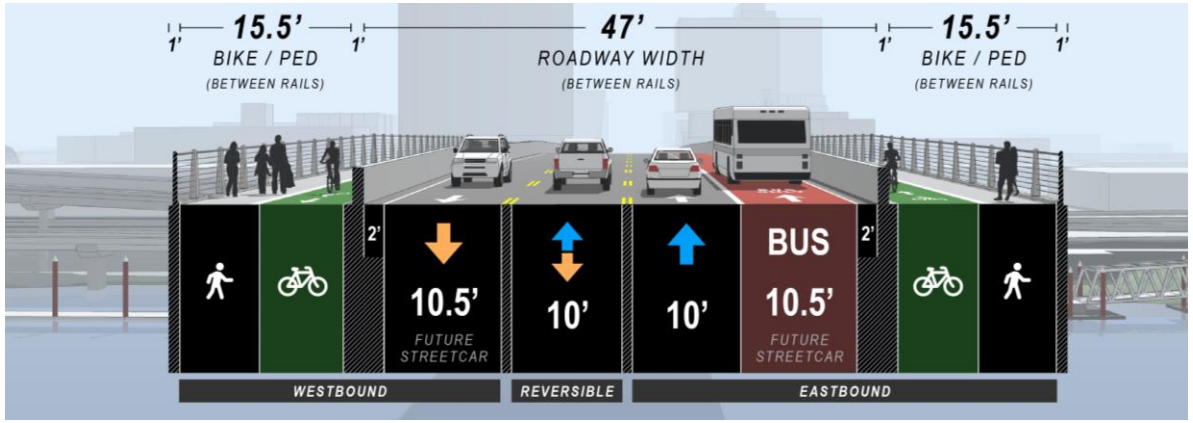
Moving some lane width to bike/ped facilities

Existing Condition



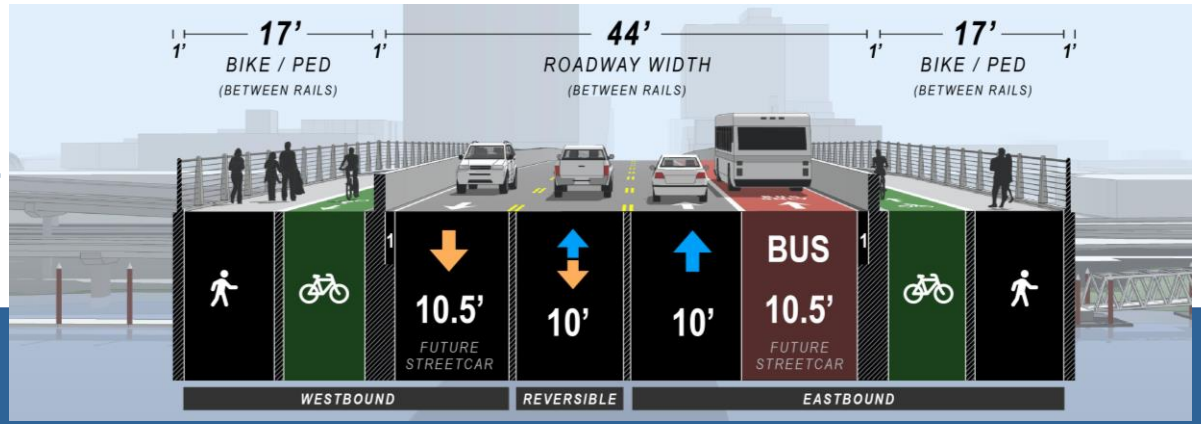
15.5' Bike/Ped Space

$140 - $165M Savings



Proposed: Same overall width

17' Bike/Ped Space (Under consideration)

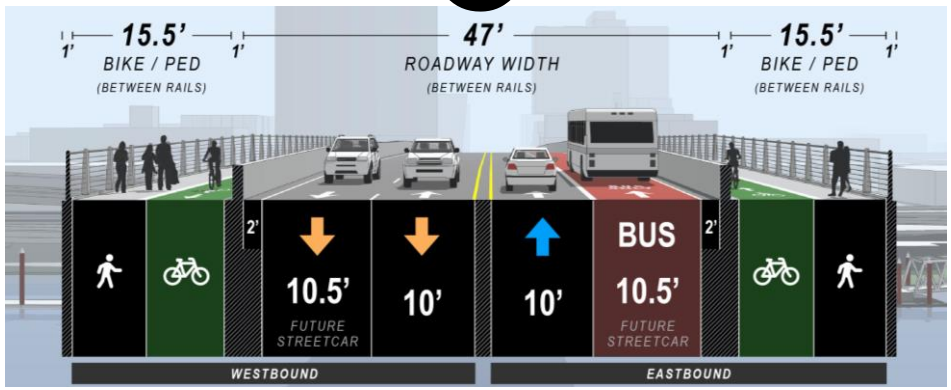


4-Lane Traffic Configurations

EARTHQUAKE READY BURNSIDE BRIDGE

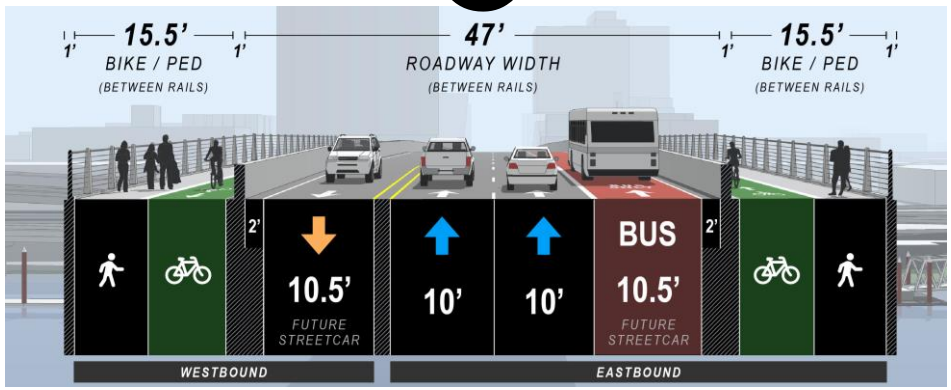
Lane Configuration is a PBOT decision

❶



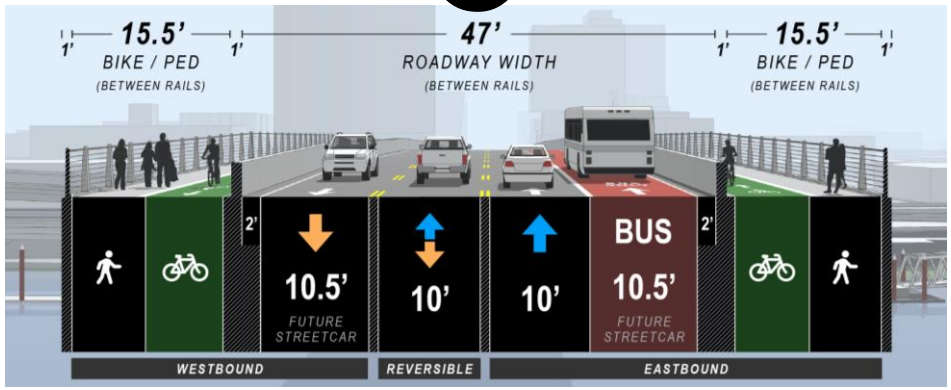
2 WB Lanes / 1 EB + 1 Bus Lane

❷



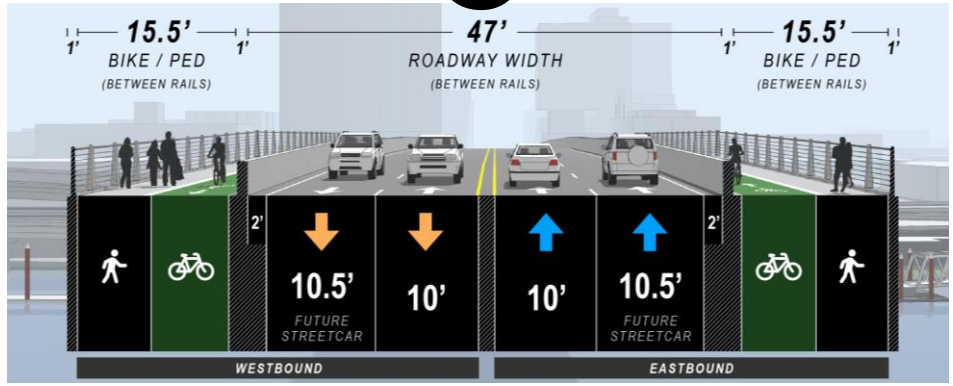
1 WB Lane / 2 EB + 1 Bus Lane

❸



Reversible Lane

❹



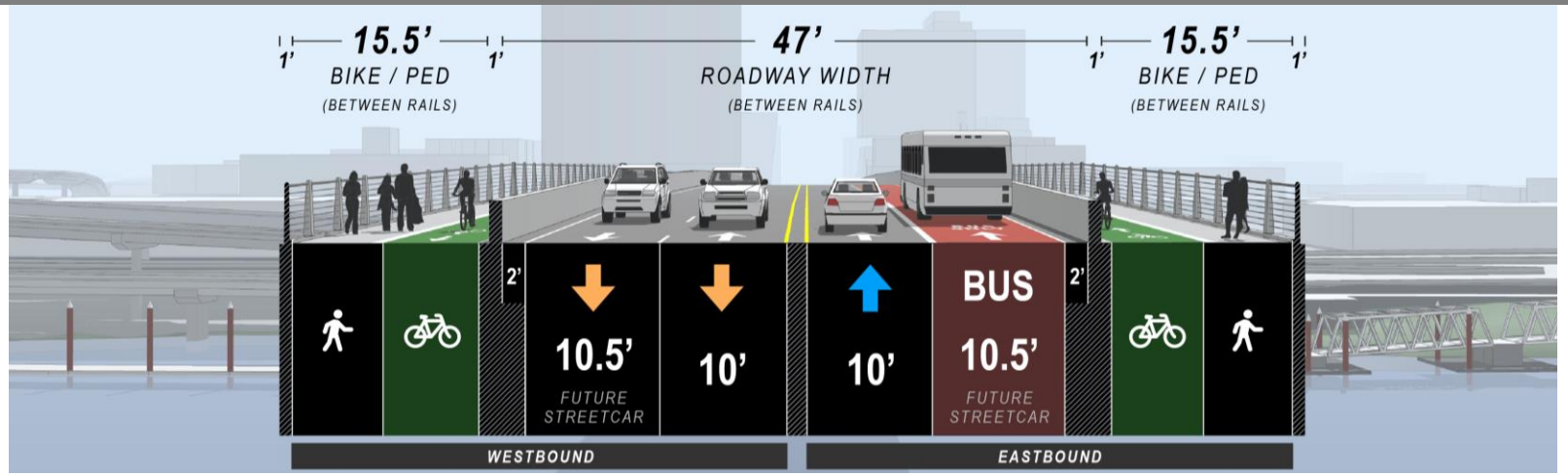
2 WB Lanes / 2 EB Lanes (Bus queue jump)

Notes: (1) Also analyzed impacts to adjacent bridges
(2) 15.5' bike/ped space shown; 17' bike/ped space also under consideration

❶ Traffic Summary (With Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Flawed **Westbound = Good**



Traffic Operations:

- (+) Morning Rush Hour: Works well for traffic into downtown
- (-) Evening Rush Hour: Significant congestion and queuing out of downtown (Fatal Flaw)

Transit Impacts:

- (+) Morning Rush Hour: Works well for traffic into downtown
- (+) Evening Rush Hour: Works well for traffic out of downtown

Emergency Service (Fire Dept EB Service):

- (O) Acceptable for Fire Dept emergency response since traffic can pull into Bus Only lane

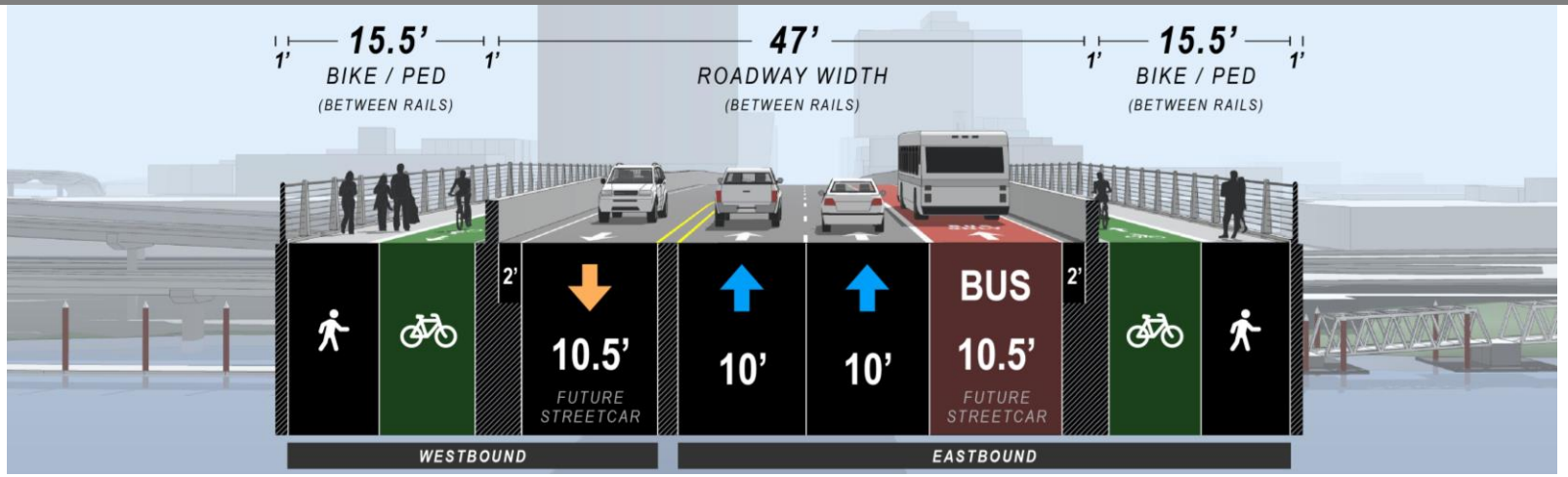
City Policy:

- (+) Having an EB Bus lane complies with Rose Lanes Plan and Policy 9.6 of City's Comprehensive Plan

❷ Traffic Summary (With Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Good **Westbound = Bad**



Traffic Operations:

- (-) Morning Rush Hour: Moderate congestion and queuing into downtown
- (+) Evening Rush Hour: Works Well for traffic out of downtown

Transit Impacts:

- (-) Morning Rush Hour: Undesirable travel delays for WB morning rush hour bus service
- (+) Evening Rush Hour: Works well for traffic out of downtown

Emergency Service (Fire Dept EB Service):

- (+) Works well for Fire Dept emergency response

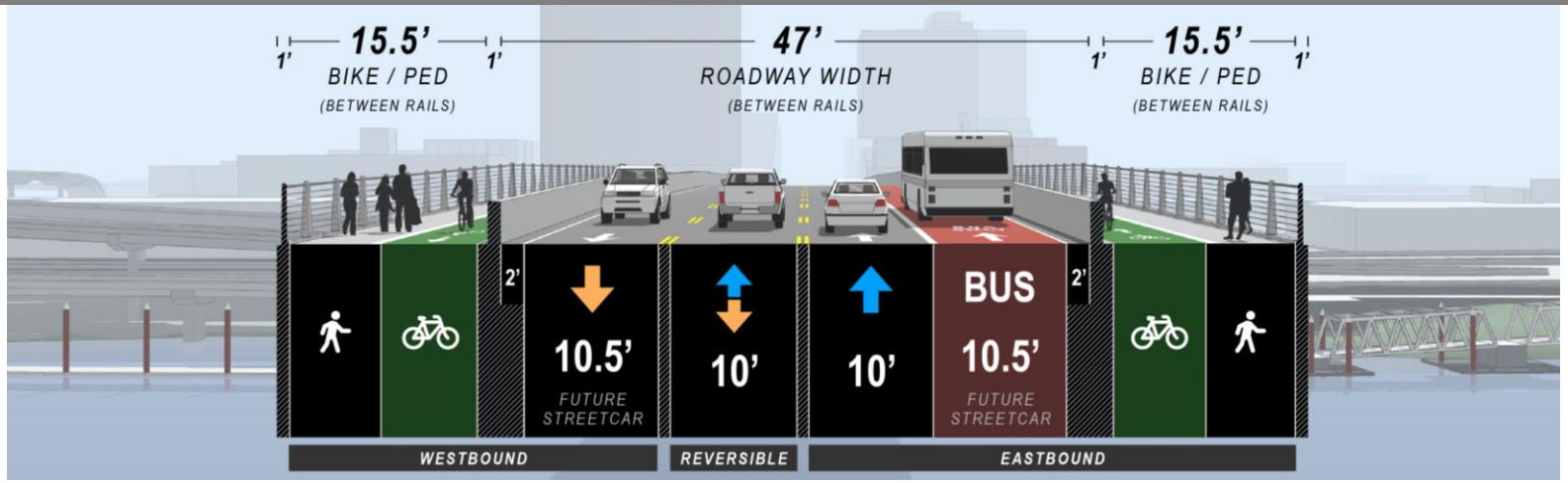
City Policy:

- (+) Having an EB Bus lane complies with Rose Lanes Plan and Policy 9.6 of City's Comprehensive Plan

❸ Traffic Summary (With Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Good **Westbound = Good**



Traffic Operations:

- (+) Morning Rush Hour: Works well for traffic into downtown
- (+) Evening Rush Hour: Works Well for traffic out of downtown

Transit Impacts:

- (+) Morning Rush Hour: Works well for traffic into downtown
- (+) Evening Rush Hour: Works well for traffic out of downtown

Emergency Service (Fire Dept EB Service):

- (+) Works well for Fire Dept emergency response

City Policy:

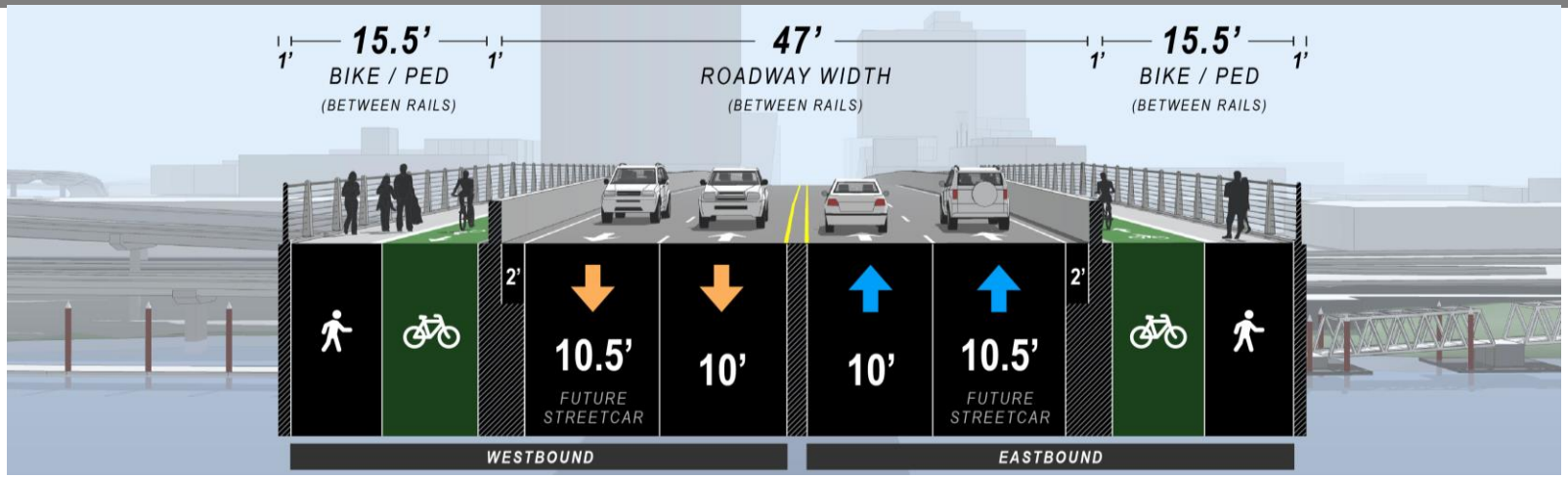
- (+) Having an EB Bus lane complies with Rose Lanes Plan and Policy 9.6 of City's Comprehensive Plan

Note:
Some modest EB traffic congestion could occur in the mornings

4 Traffic Summary (With Bus Lane)

EARTHQUAKE READY BURNSIDE BRIDGE

Eastbound: Flawed **Westbound = Good**



Traffic Operations:

- (+) Morning Rush Hour: Works well for traffic into downtown
- (+) Evening Rush Hour: Works Well for traffic out of downtown

Note:

- Requires an additional $25-50M for the queue jump lane

Transit Impacts:

- (+) Morning Rush Hour: Works well for traffic into downtown
- (-) Evening Rush Hour: Undesirable travel delays for EB rush hour bus service due to lack of queue length

Emergency Service (Fire Dept EB Service):

- (-) If the bridge is congested, Fire Department would be delayed compared to any option with a Bus Lane

City Policy:

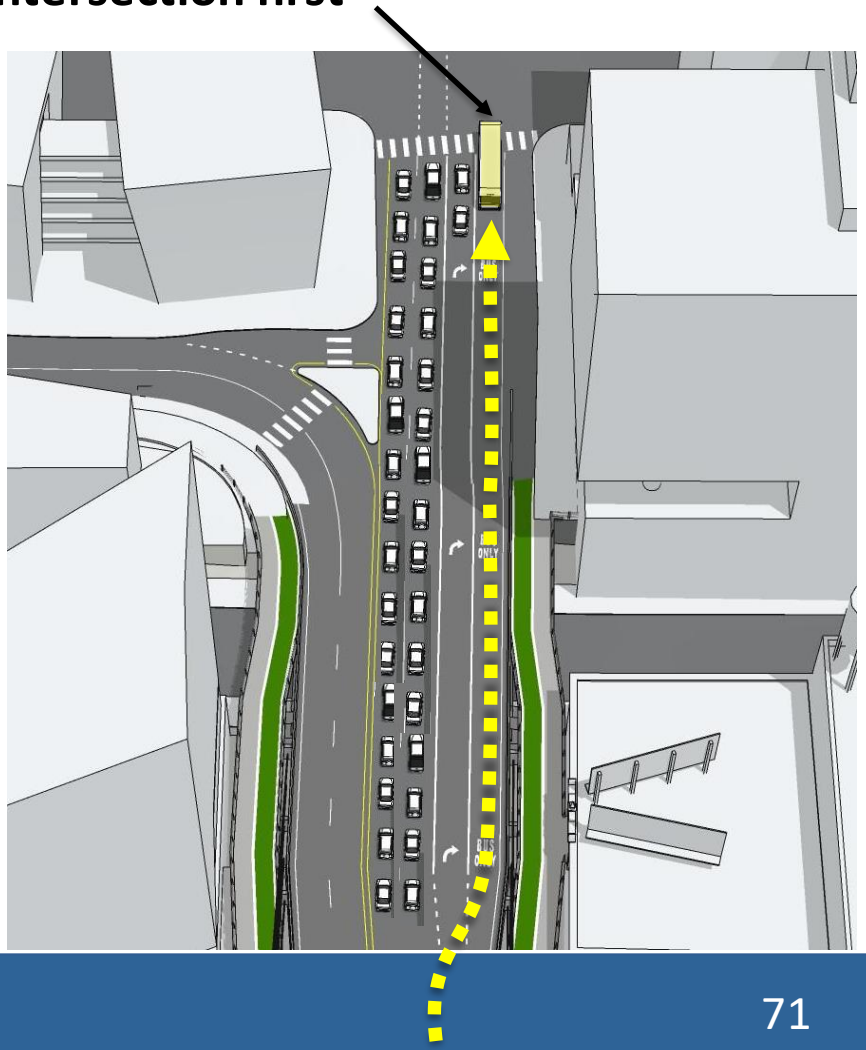
- (-) Not having an EB Bus lane is non-compliant with Rose Lanes Plan and Policy 9.6 of City's Comp Plan

Traffic Analysis Summary (④)

EARTHQUAKE READY BURNSIDE BRIDGE

Lane Configuration is a PBOT decision

Partial length Bus-only Lane (at bridgeheads only) to allow buses to slip past queued cars and go thru intersection first



Issue:

Transit reliability is a concern for TriMet because car backups can exceed the calculated length of the bus queue lane, **thereby rendering the queue jumps ineffective**

(UNDER ANALYSIS)

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

What we're studying …

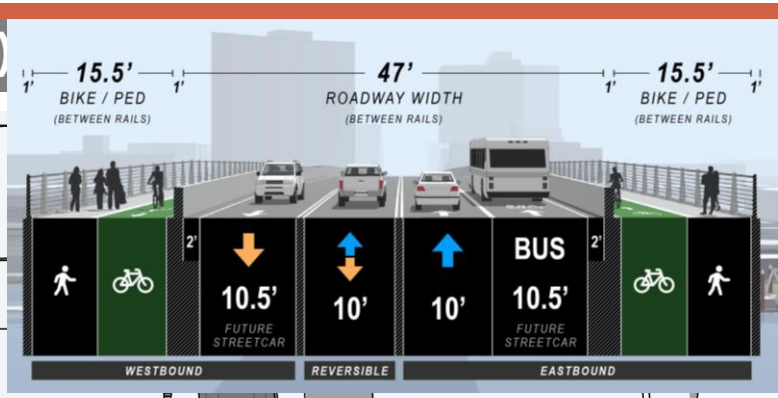
- Lessons Learned from others
- Traffic operations and safety
- Entry treatments

Collins St, Arlington, TX

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

West Side (All times except Morning Rush Hours)



BUS

BUS

BUS

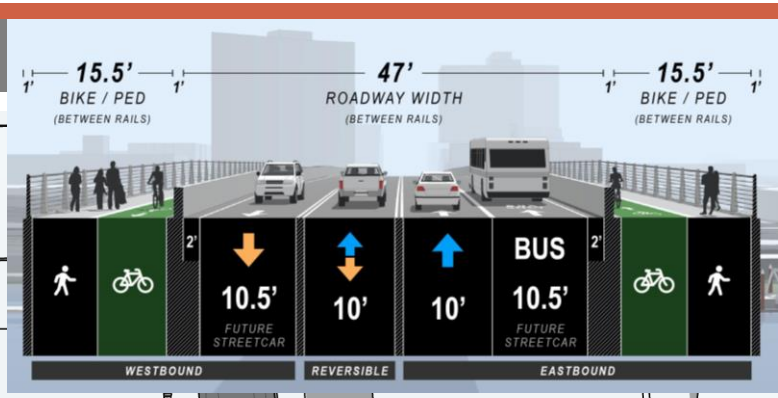
Orange arrows = Westbound

Blue arrows = Eastbound

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

West Side (Morning Rush Hours)



BUS

BUS

BUS

Orange arrows = Westbound

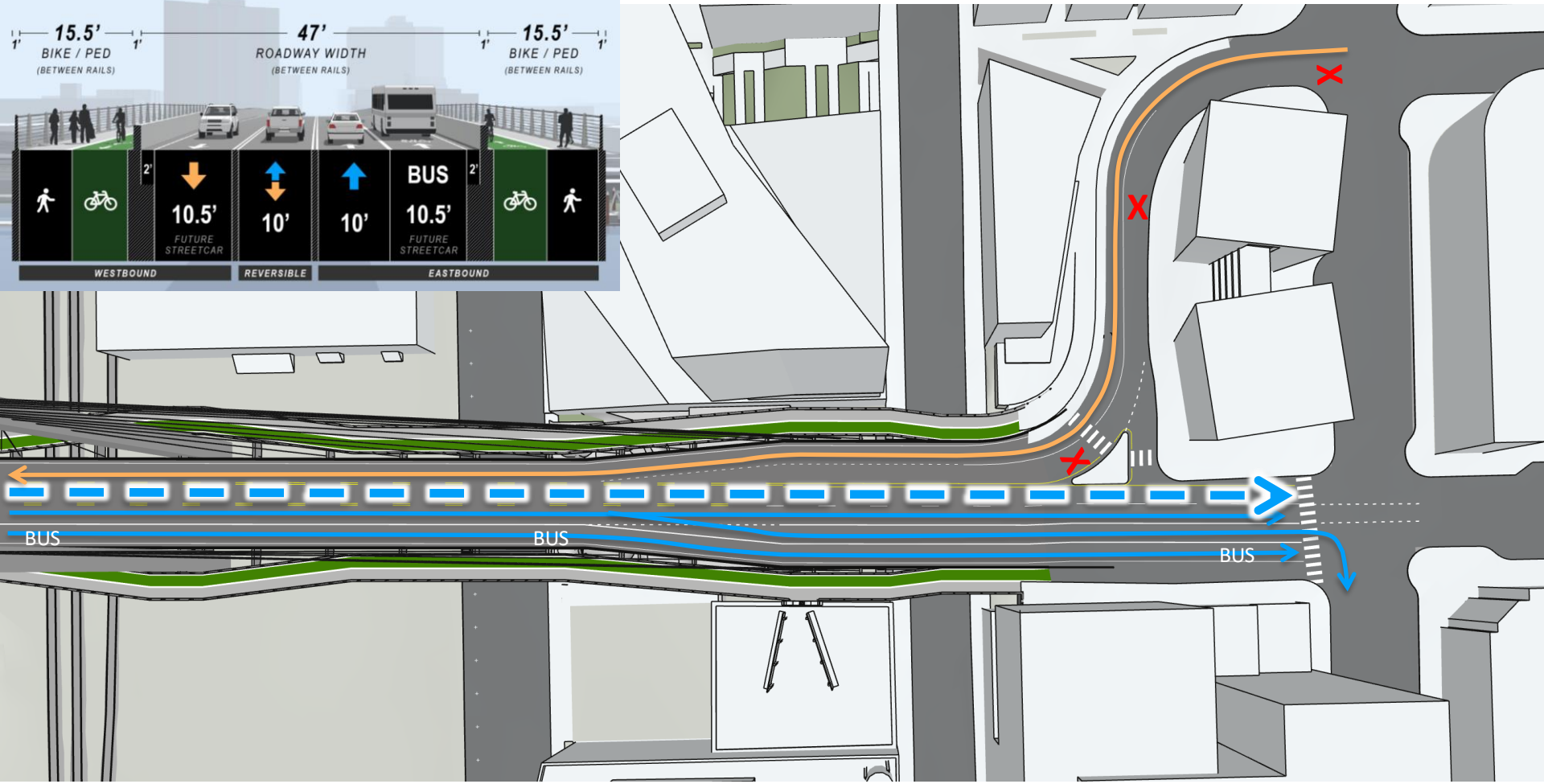
Blue arrows = Eastbound

X = Potential gate

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

East Side (All times except Morning Rush Hours)

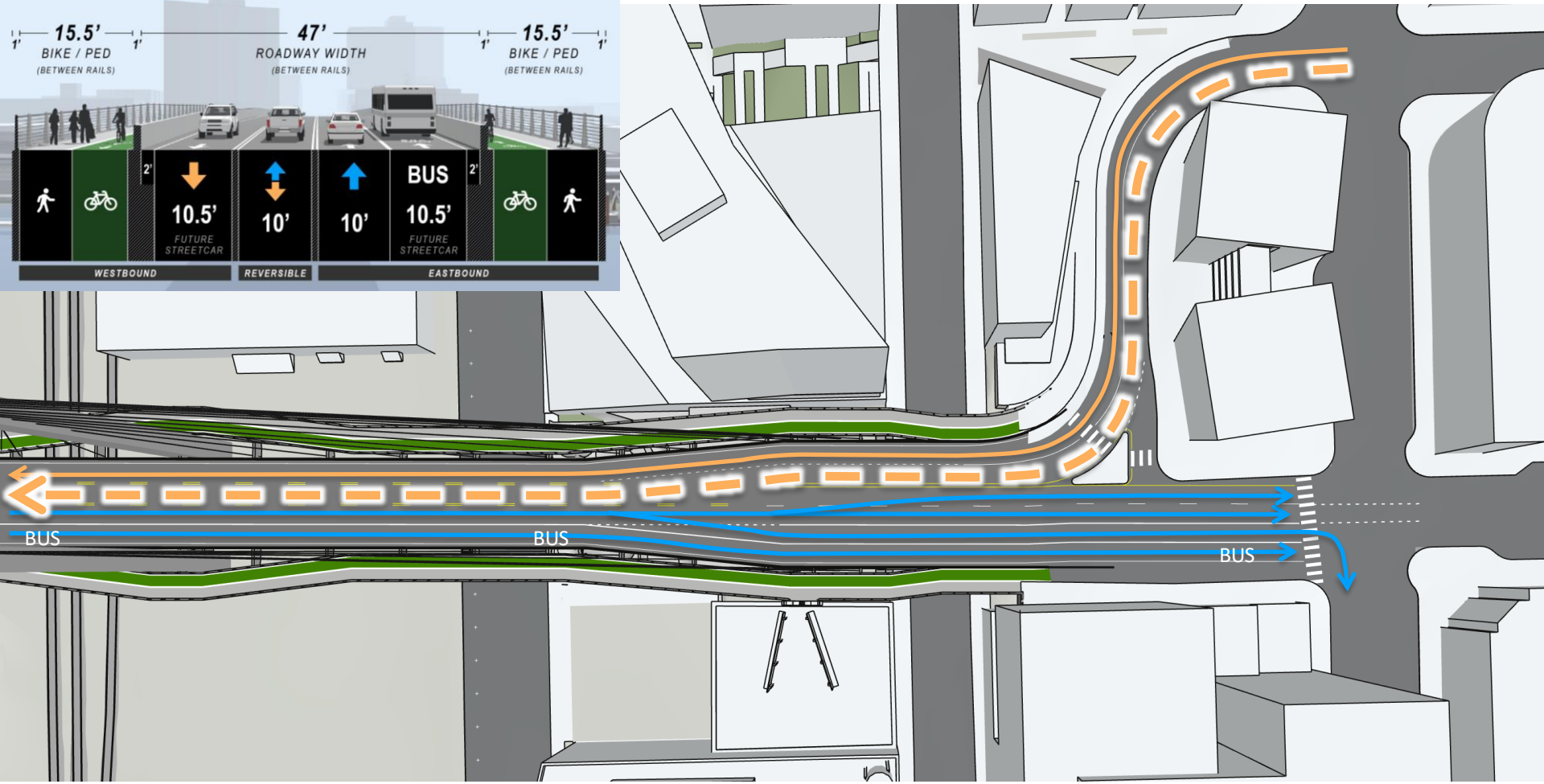


Orange arrows = Westbound Blue arrows = Eastbound X = Potential gate

❸ Reversible Lane Option

EARTHQUAKE READY BURNSIDE BRIDGE

East Side (Morning Rush Hours)



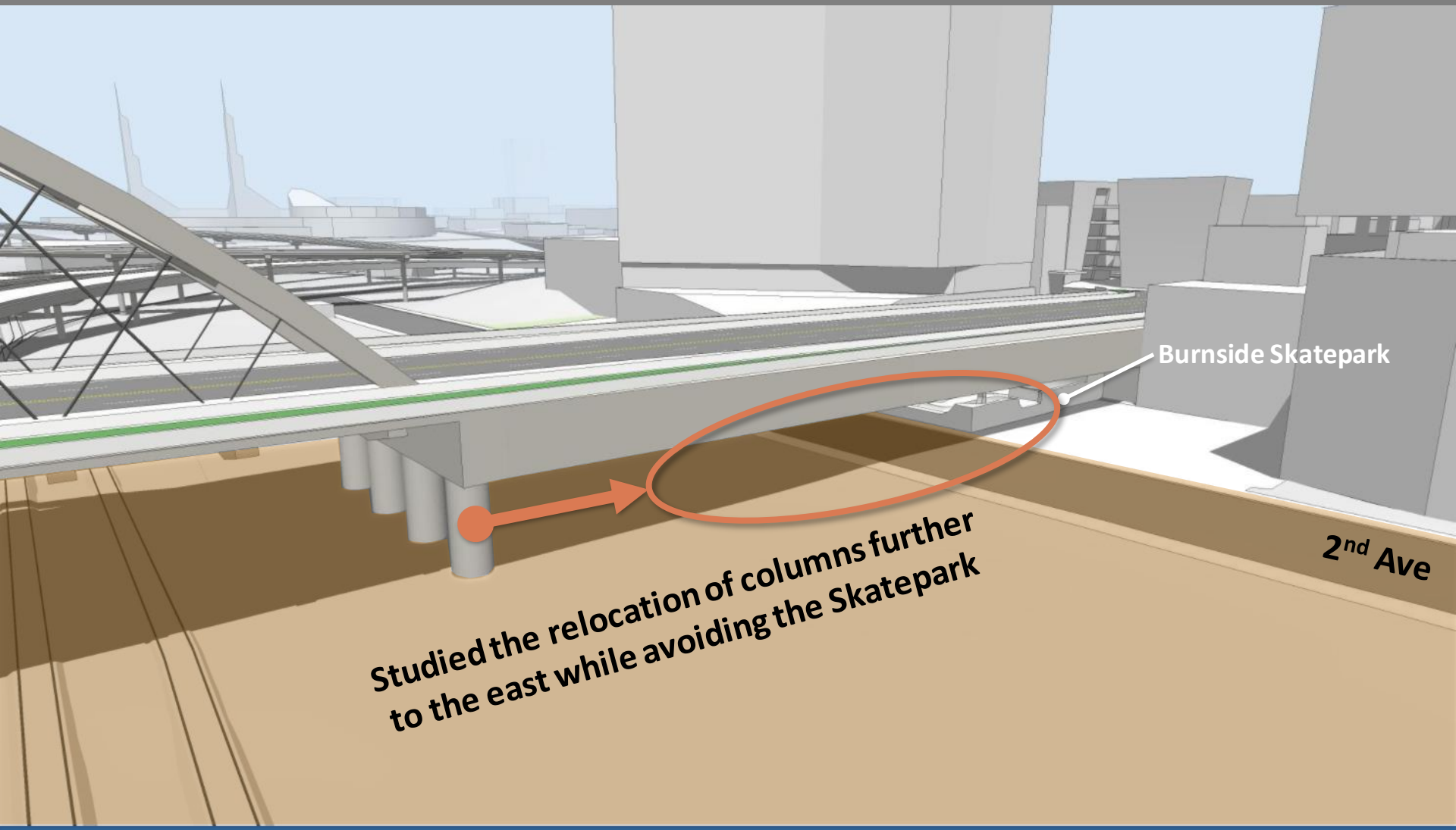
Orange arrows = Westbound

Blue arrows = Eastbound

East Approach Support Location

EARTHQUAKE READY BURNSIDE BRIDGE

Tied Arch Alternative

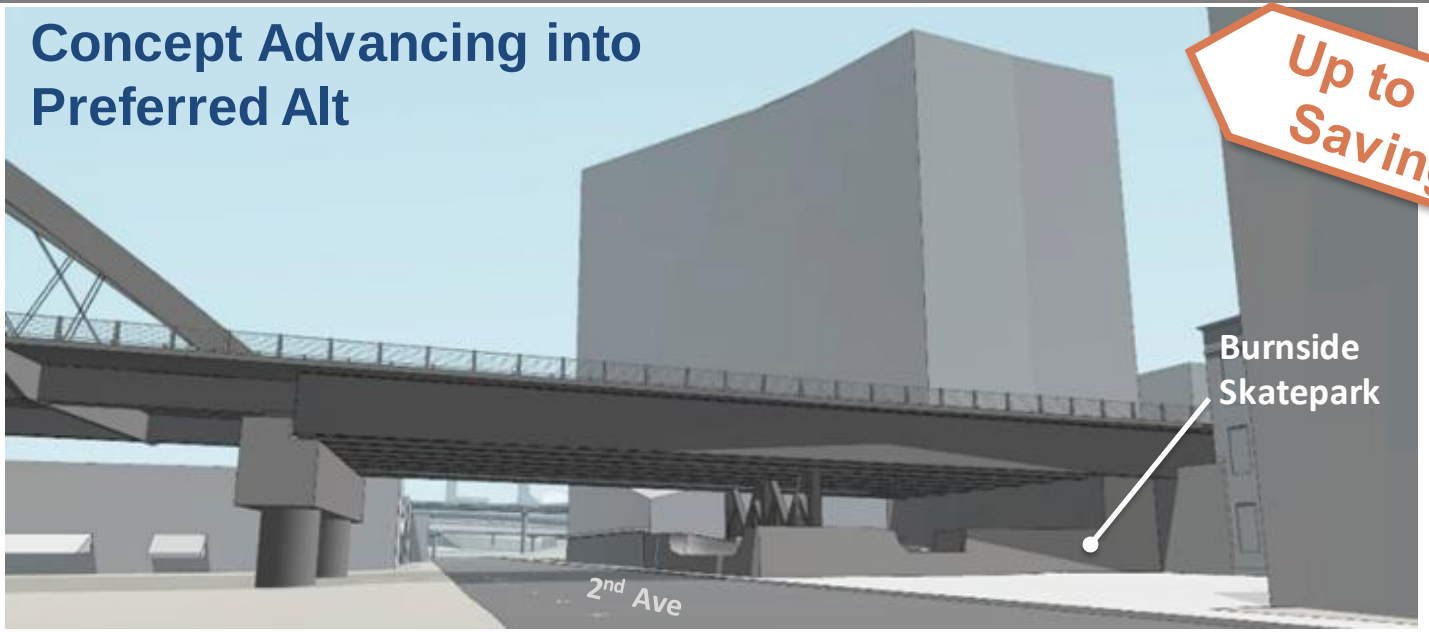


Does not apply to Cable Stayed bridge type

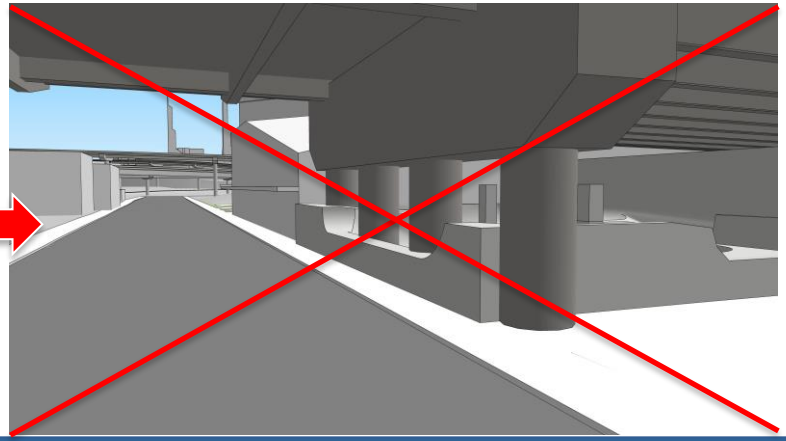
East Approach Support Location

EARTHQUAKE READY BURNSIDE BRIDGE

Tied Arch Alternative



Concepts Dismissed



Connections to MAX & Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

Existing Conditions

North & South Stairs to Skidmore Max Station

Owner: Multnomah County

South Stairs to Eastbank Esplanade

Owner: City of Portland

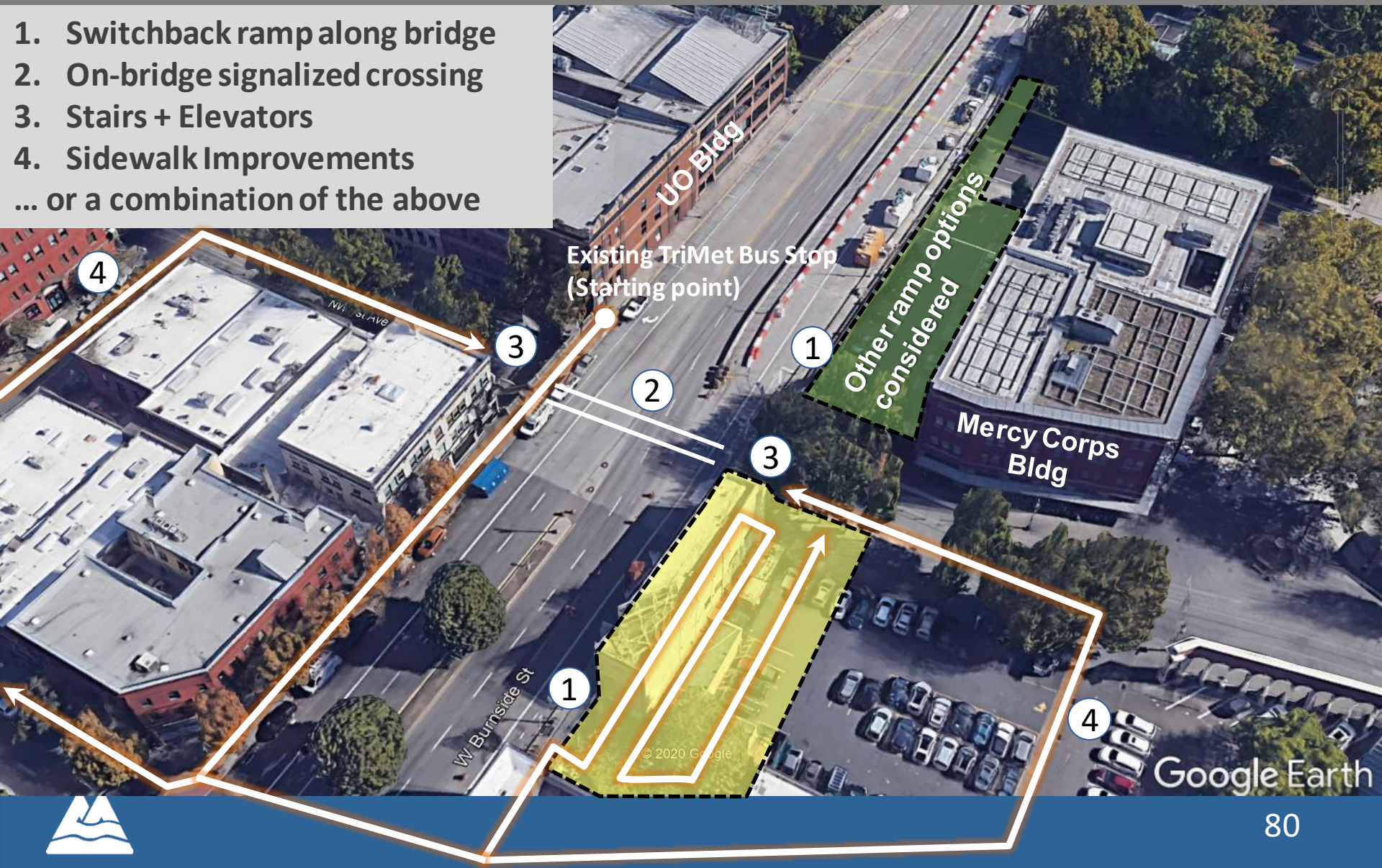
Connection to Skidmore MAX Station

EARTHQUAKE READY BURNSIDE BRIDGE

Initial Options Discussed

1. Switchback ramp along bridge
2. On-bridge signalized crossing
3. Stairs + Elevators
4. Sidewalk Improvements

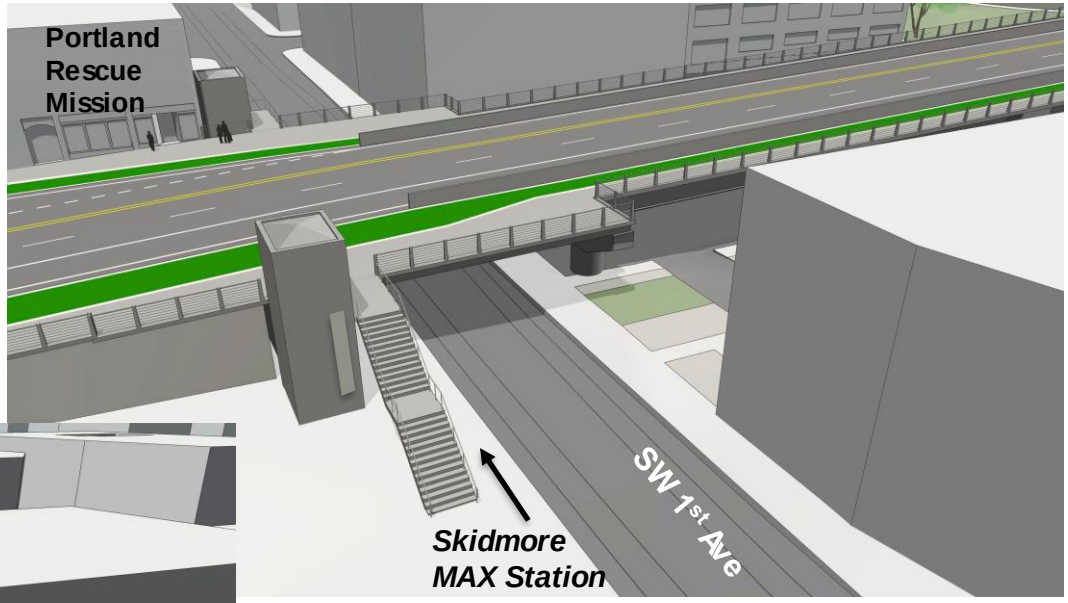
… or a combination of the above

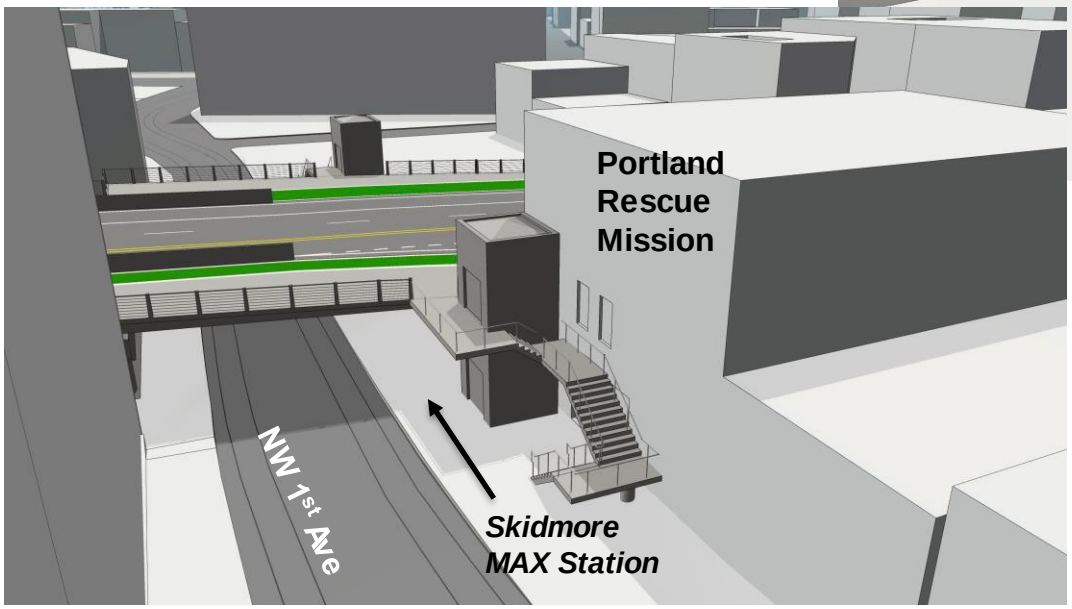


Connection to Skidmore MAX Station

County Proposal

- Stairs + Elevators





Westside Street Network Improvements

EARTHQUAKE READY BURNSIDE BRIDGE

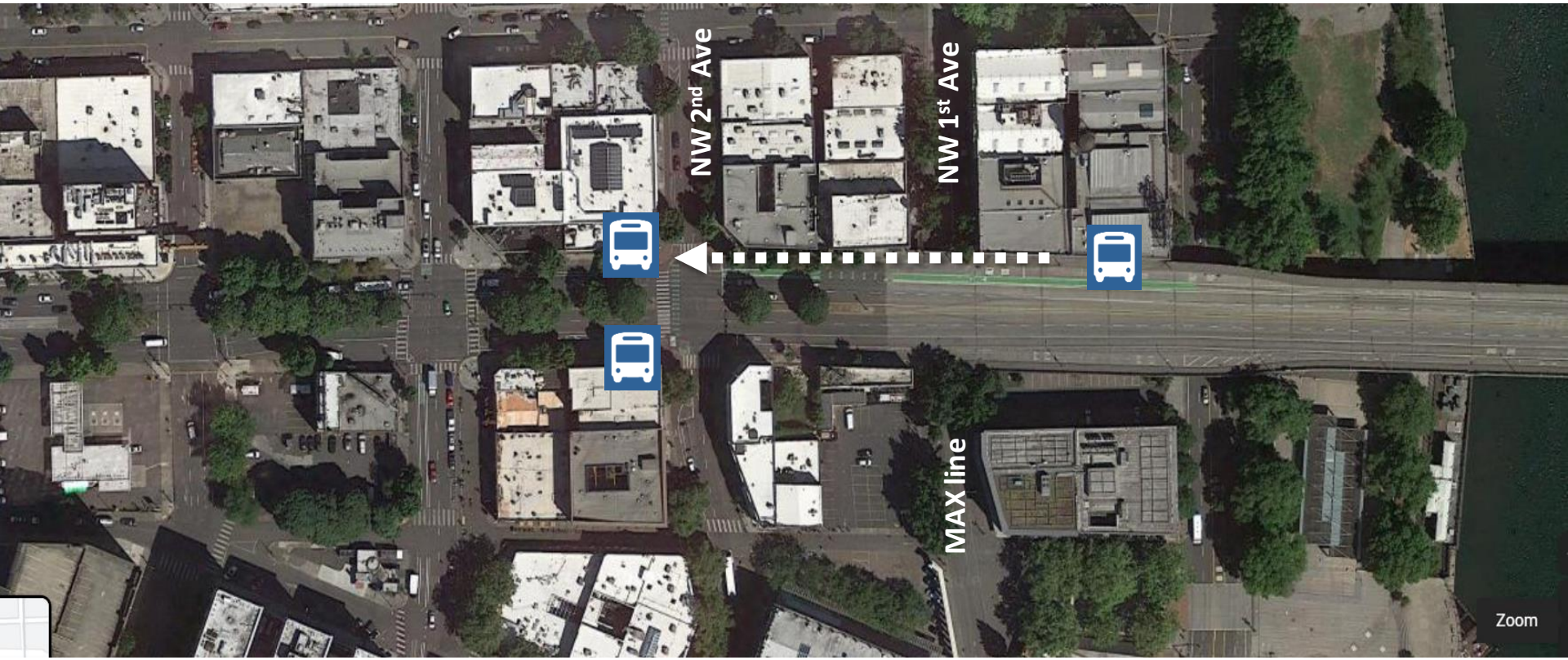
County Proposal

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

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

EARTHQUAKE READY BURNSIDE BRIDGE

Original Concept

East Ramp

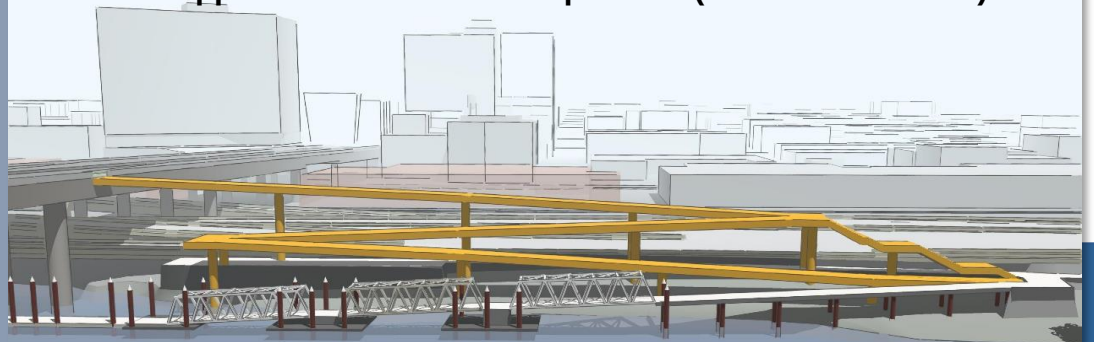
UNION PACIFIC RAILROAD

BURNSIDE ST

5

NAITO PARKWAY

East Approach to Eastbank Esplanade (view towards east)



Connection to Eastbank Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

Range of options considered

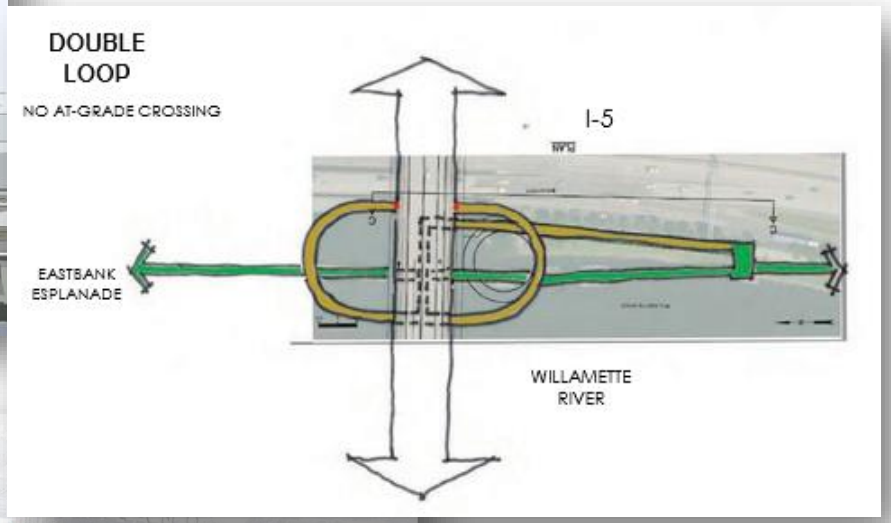
1. Ramp from bridge
2. On-bridge signalized crossing or under bridge crossing
3. Stairway + Elevator

… or a combinations of the above

Connection to Eastbank Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

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



Connection to Eastbank Esplanade

EARTHQUAKE READY BURNSIDE BRIDGE

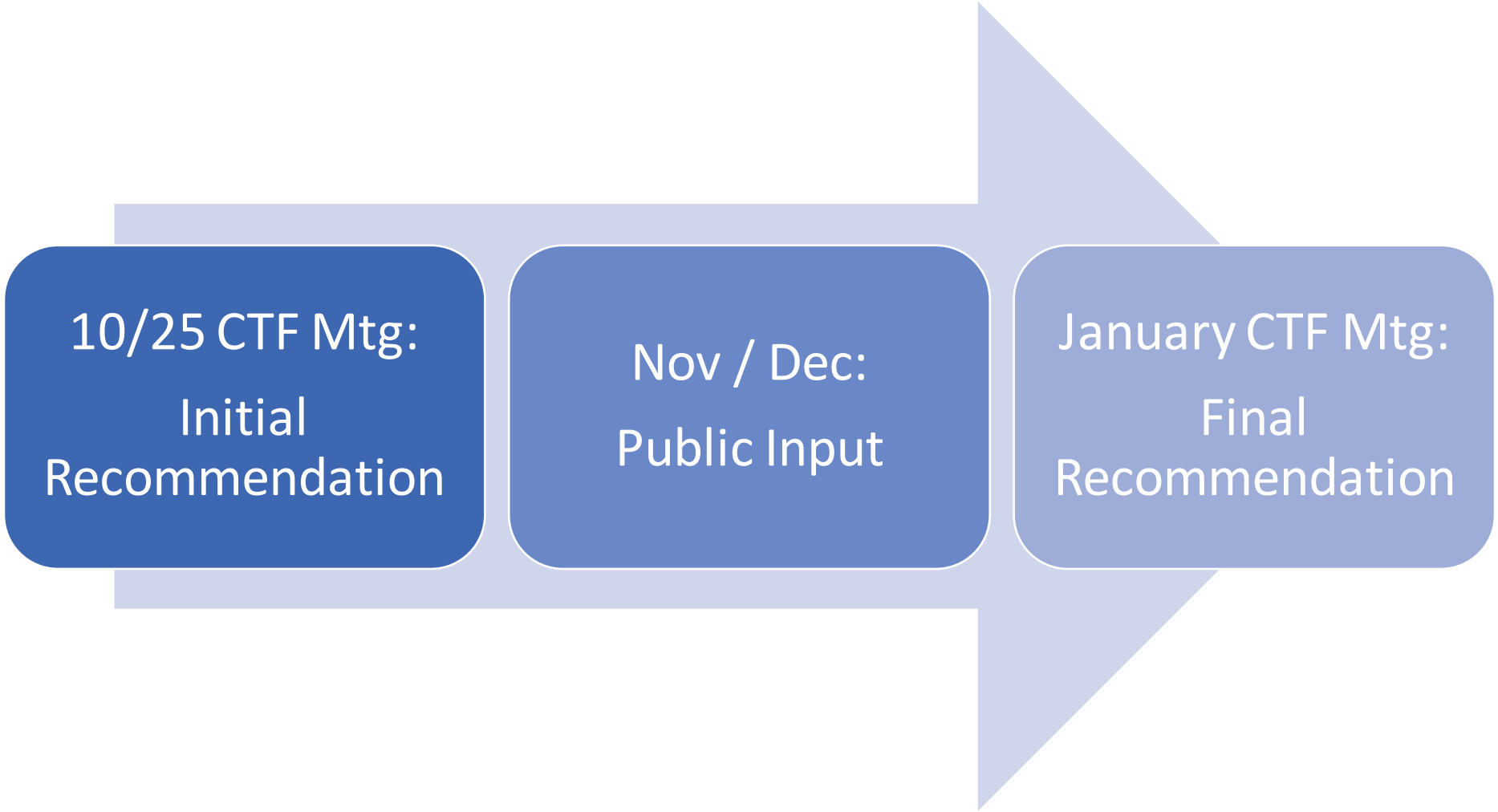
County Recommendation

- Stairs + Elevators

Decision Process

EARTHQUAKE READY BURNSIDE BRIDGE

CTF recommendation on package of Preferred Alternative refinements



Preferred Alternative Refinements

Revised Preferred Alternative Refinements	Why?	CTF Recommendation on 10/25?
1. Bridge width: Reduced by approx. 26 feet	• Cost savings	✓
2. Vehicle Lanes: Reduced from 5 to 4 vehicular lanes	• Cost savings	✓
Lane Configurations: 4 Options under consideration	• Minimize traffic impact	City decision
3. Bike / Ped Space: Reduced from 20' to 15.5' (or 17')	• Cost savings	✓
4. West Approach bridge type: Reduced to only Girder type	• Regulatory permitting • Cost savings	✓
5. Movable span bridge type: Select either Lift or Bascule type	• Regulatory permitting • Community preference • Cost savings	✓
6. East Span Bridge Type: Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	• Community preference	✓
Eastside column location for Tied Arch: Advancing option west of NE 2nd Avenue	• Regulatory permitting • Cost savings	County decision
ADA Connections to Bridge: Advance stairs and elevators (dismiss Ramps)	• Minimize cost	County decision

What additional information do you need to make a preliminary recommendation on the package of Preferred Alternative refinements at the next CTF meeting?

Next Steps

- **October 25 CTF Meeting:** CTF recommendation on package of Preferred Alternative refinements
- **November / December 2021 –** Share recommendations with public and seek community feedback (online open house and survey)
- **January 2022 CTF Meeting –** Share community feedback and confirm recommendations for Policy Group approval
- **January PG 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
- **July 2022 CTF Meeting –** Review SDEIS feedback and mitigation strategies. Celebrate conclusion of CTF work!
- **September 2022 –** Final EIS and Record of Decision

Closing Remarks

EARTHQUAKE READY BURNSIDE BRIDGE

Thank you!