



Hello



Multnomah County Bicycle and Pedestrian Citizen Advisory Com. *Project Briefing*

Department of Community Services
Transportation Division

April 10, 2024



BPCAC LETTER IN RESPONSE TO SDEIS (JUNE 2022)

WHAT WE HEARD

- Improvements for active transportation were highly valued
- Emphasized the strong connection between active transportation and health and environmental impacts
- Endorsement of the City BAC and PAC joint letter
- Minimizing impacts during construction is also important



Why is there a need for a seismically resilient Willamette River Crossing?

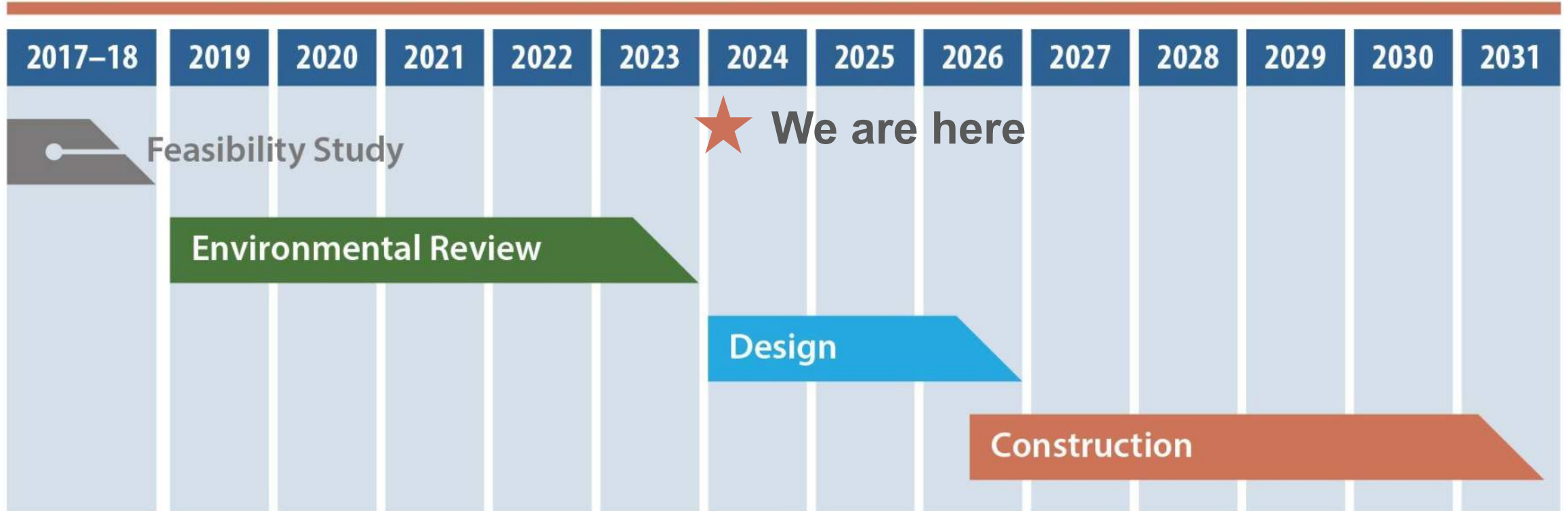
- Regional earthquake risk: 1 in 3 chance of a magnitude 8+ earthquake occurring within 50 years
- Of the 9 downtown bridges, carrying 41 traffic lanes, none are expected to be immediately usable following a major earthquake.
- Need for seismically resilient crossing in downtown for immediate emergency response and regional recovery

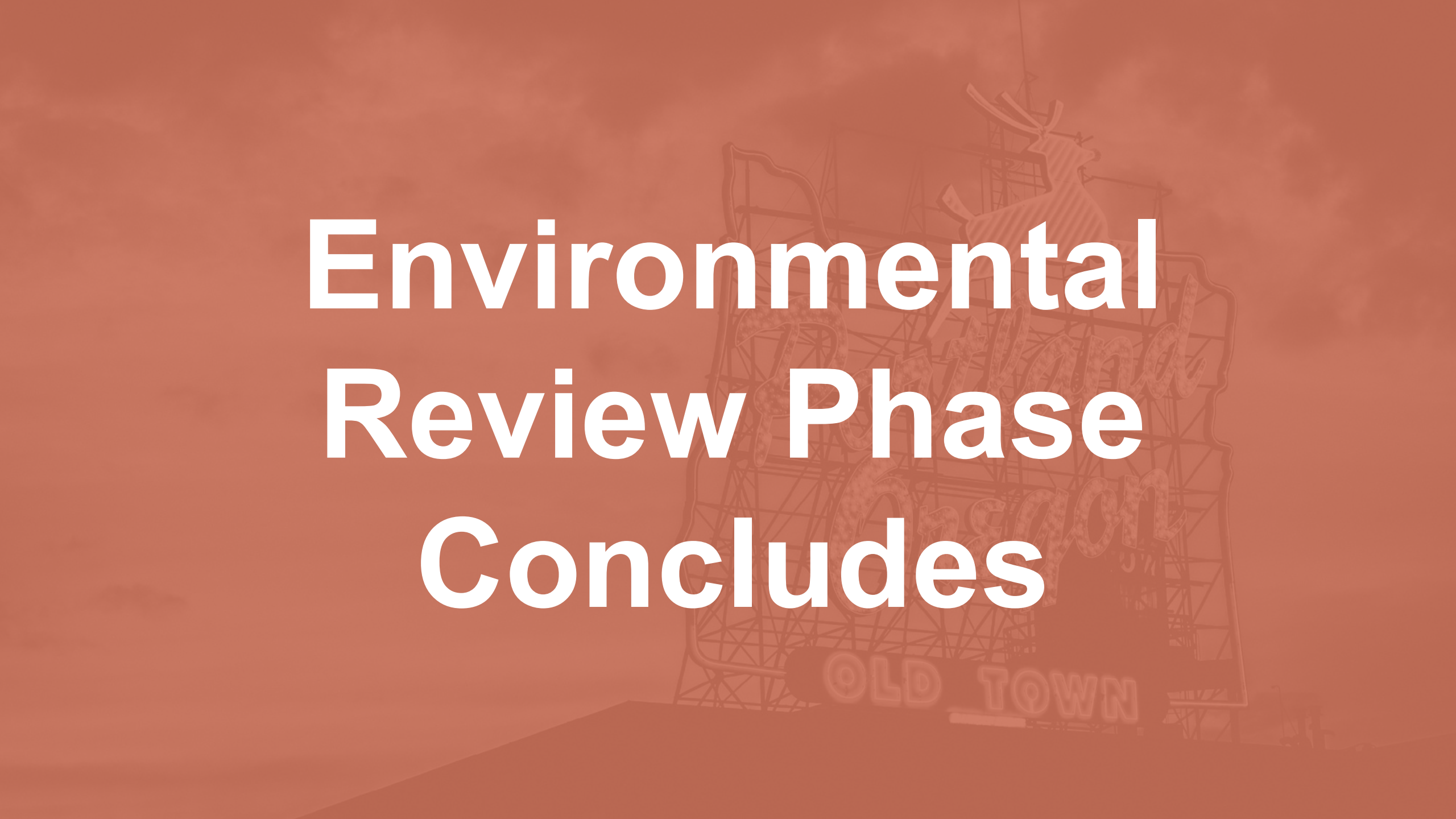


Project location and regional emergency transportation routes



Project Timeline





Environmental Review Phase Concludes

Environmental Review Phase

OVERVIEW

- **Federally Required:** The National Environmental Policy Act (NEPA) was signed into law in 1970.
- **Scope:** Perform a robust analysis of the impacts and benefits (people, place, planet) of a range of alternatives to help identify the option that best meets the purpose and need of the project with the least amount of harm.
- **Outcome:** The selection of a Preferred Alternative, based on analysis and community input, to be advanced into the Design Phase.



Preferred Alternative

REPLACEMENT LONG SPAN BRIDGE



with Tied Arch for eastside long span



with Cable Stay Tower for eastside long span



Preferred Alternative

CLOSE BRIDGE & DETOUR TRAFFIC DURING CONSTRUCTION





Design Phase

Kickoff

Community Design Advisory Group

- **Who:** 21 community members who represent a wide range of interests and backgrounds
- **What:** CDAG will make recommendations on the aesthetic features of the new bridge
- **When:** Late 2023 through early-2025.
- Meetings are typically in-person at the Multnomah Building, open to the public, and live-streamed and recorded. A public comment period is reserved for public input at each meeting.
- Learn More: www.BurnsideBridge.org



Progress in 2023



KEY AREAS OF INTEREST

- **Eastbank Esplanade Ramp Connection Study**
- **Bridge Typical Cross Section Decision**
- **Connection to Skidmore Max Station**



Eastbank Esplanade Connection

HISTORY

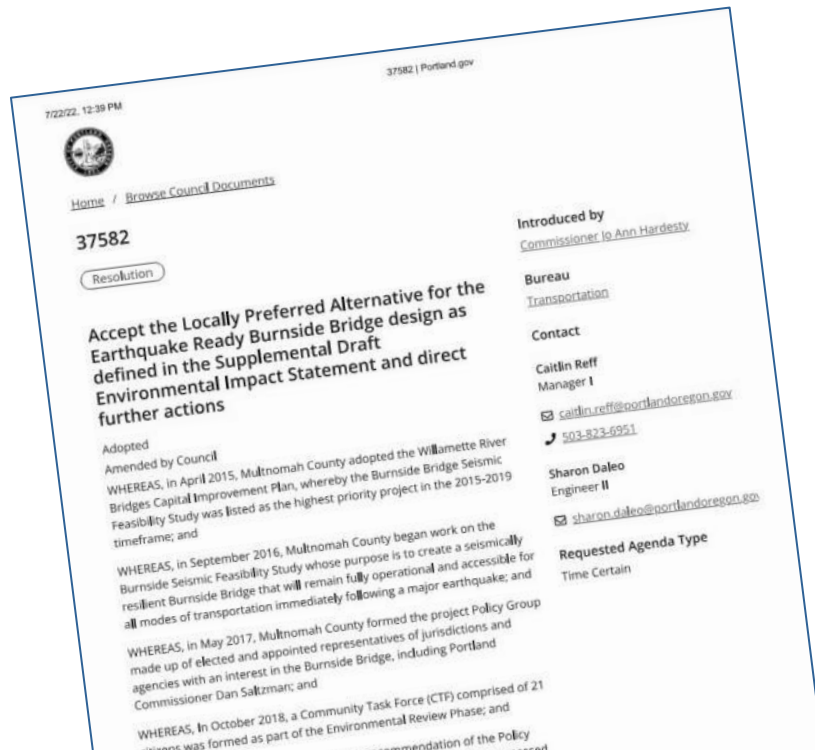
- Broad community engagement conducted around options and proposed solution:
 - Disability Rights Oregon
 - Mult Co Disability Advisory Council (DAC)
 - Mult Co Aging Services Advisory Council (ASAC)
 - MultCo Bike/Ped Citizen Advisory Committee
 - PPR Accessibility Advisory Committee
 - TriMet Committee on Accessible Transportation (CAT)
 - MultCo REACH/Achieve Program
 - Portland Bike Advisory Committee
 - Portland Pedestrian Advisory Committee
 - Portland Freight Advisory Committee
 - Mercy Corps
 - Social Services Working Group (including Portland Rescue Mission)
 - Nightstrike (social service program)
 - Oregon Walks
- The use of an elevator to access the east bank esplanade presented more problems than benefits, and did not meet the community's needs.
- At the conclusion of the Environmental Review Phase, the project documented the decision not to move forward with an elevator as part of the project.



Eastbank Esplanade Connection

HISTORY

Resolution 37582: Accept Locally Preferred Alternative for Earthquake Ready Burnside Bridge Design and Direct Further Actions
Record Date: Wednesday, July 20, 2022



Condition 1

*“Be it further resolved, the City of Portland understands that the bridge width analyzed in the SDEIS is a refined section to reduce costs. The City of Portland requires, as a condition of approval, **that EQRB provide for 17’ minimum pedestrian and bicycle facilities** to meet project and community needs and align with our modal and climate goals.”*

Condition 2

*“Be it further resolved, that, as a condition of approval, the EQRB program **shall provide for an ADA accessible ramp connection to the Eastbank Esplanade from both the north and south side of the EQRB.** The ramp design shall be advanced from the City’s initial preferred concept currently under study and is subject to further public input, City review and final acceptance.”*

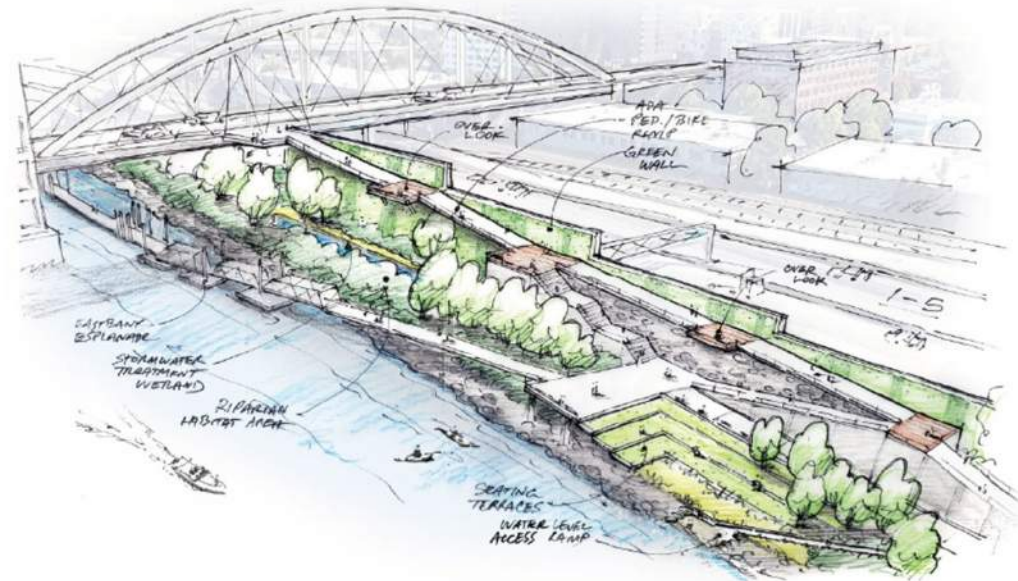


Eastbank Esplanade Connection

HISTORY

Nov 2021: City Authorizes Funds to Explore Ramp Connection Concepts (including HAP Proposal)

KPFF Study: Burnside Bridge Connection // Structural Design Concept Report (Aug 2022)

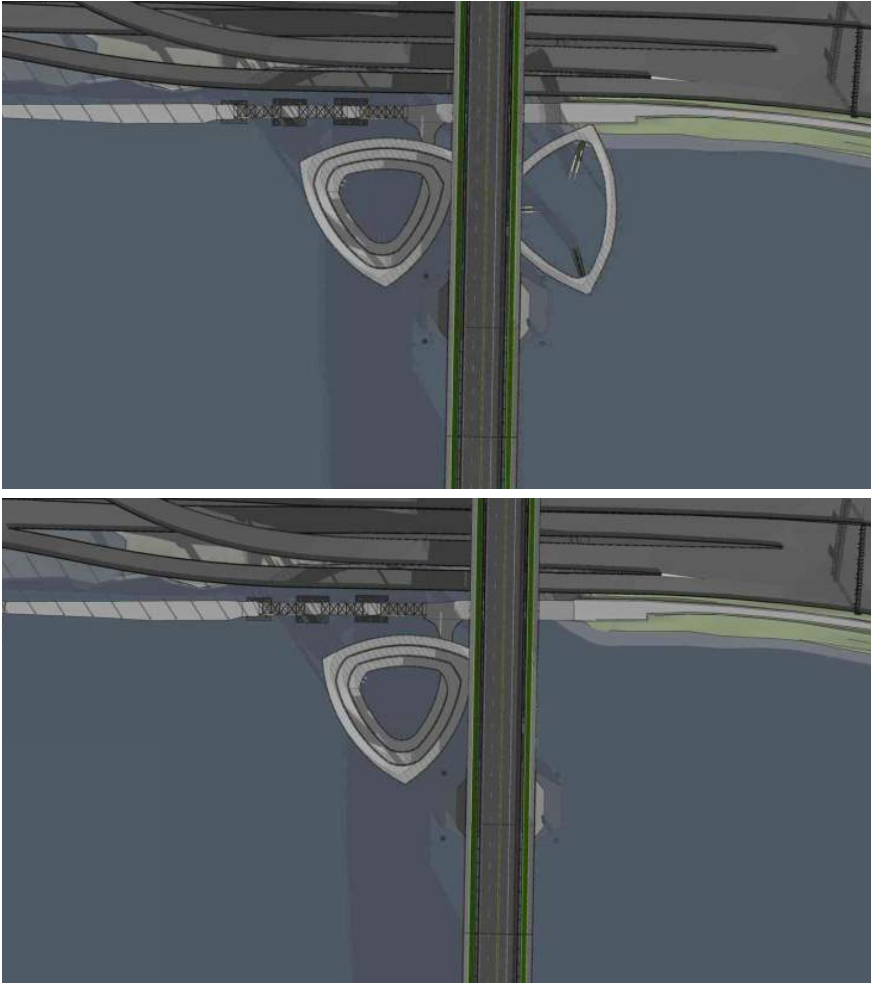


BURNSIDE BRIDGE WILLAMETTE RIVER ACCESS



Eastbank Esplanade Connection

RAMP CONNECTION STUDY (JUNE - NOVEMBER 2023)

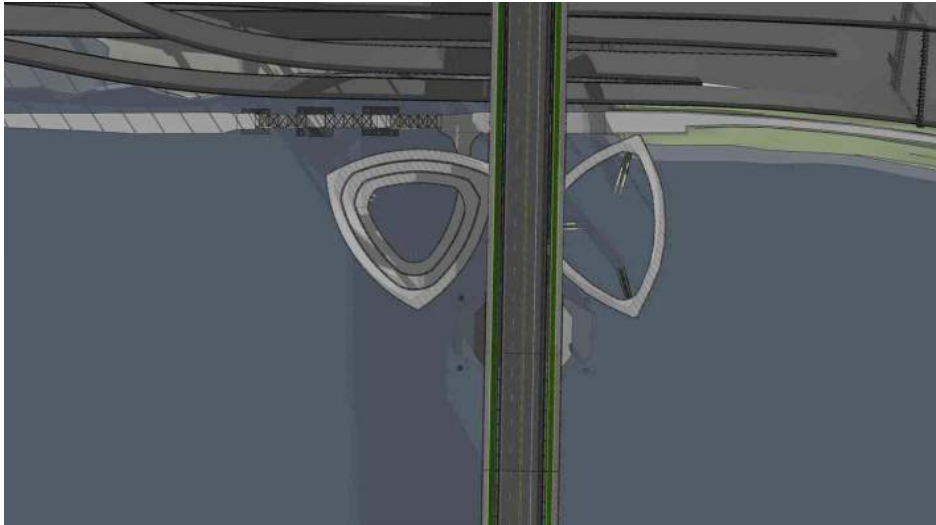


- City and County jointly studied several ramp options.
- Environmental impacts and cost implications make the ramp infeasible.
- The City and County will continue to look for opportunities to improve connectivity from the bridge to the esplanade as we finalize design.
- Joint decision was formalized in Letter of Agreement signed by Chair Vega Pederson and Commissioner Mapps that did not recommend a ramp connection to the Esplanade.
- A ramp or series of elevators are no longer being considered as part of the EQRB Project



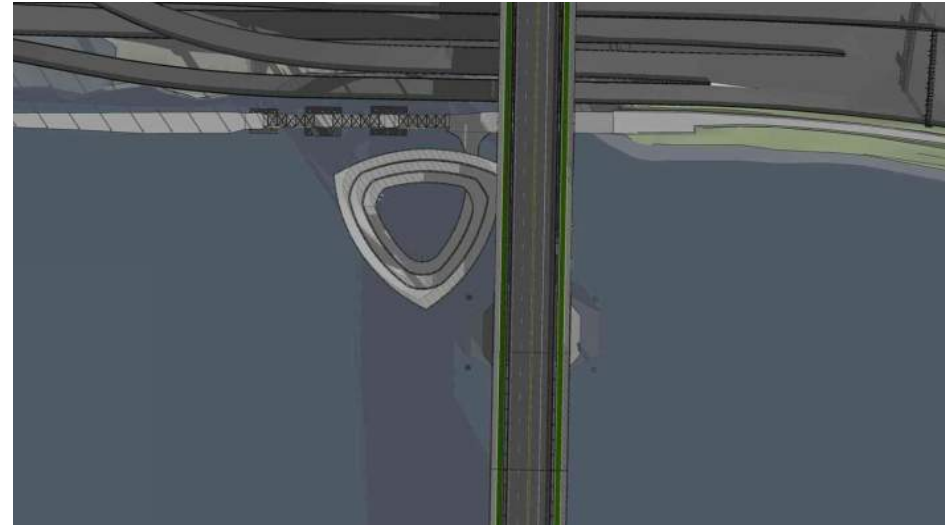
RAMP OPTIONS EVALUATED

Option 1: Ramp on North and South Sides



1a	Ramp not structurally supported by bridge
1b	Ramp partially structurally supported by bridge

Option 2: Ramp on North Side Only



2a	Ramp not structurally supported by bridge
2b	Ramp partially structurally supported by bridge



Eastbank Esplanade Connection

SUMMARY OF COST ESTIMATES

Ramp Option	Average ¹ Total Project Cost ² for each Construction Midpoint ³		
	2023 Dollars (if constructed today)	2029 Dollars	2031 Dollars
Option 1a	\$102.8M	\$124.5M	\$132.7M
Option 1b	\$98.7 M	\$119.4M	\$127.3M
Option 2a	\$86.3M	\$104.6M	\$111.4M
Option 2b	\$81.3M	\$98.4M	\$105.0M

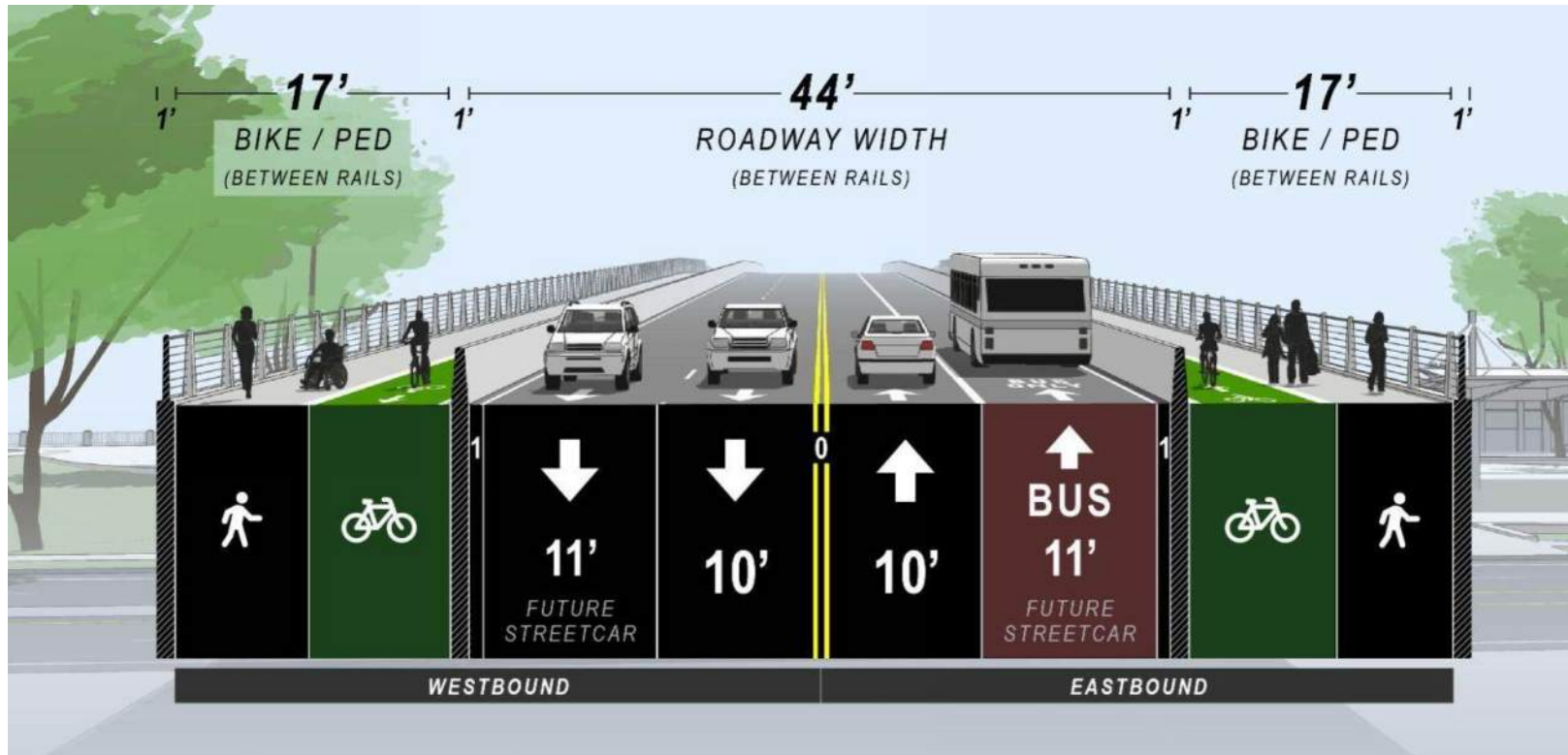
Notes:

- 1) “Average” Total Project Cost is the mean of the cost results after applying a set of High and Low factors to the Constructed value component of the overall cost.
- 2) Total Project Cost includes the cost components of: Constructed Value; Contingencies; Preliminary Engineering; Construction Engineering; and Escalation. No Right-of-Way acquisition costs are assumed.
- 3) Construction Midpoint is the year (e.g., either 2029 or 2031) to which a yearly escalation rate of 3.5% is applied from 2023.



Preferred Alternative

TYPICAL CROSS SECTION



- Widest bike/ped facilities of all downtown bridges
- Crash-worthy barrier separating vehicles from people walking, rolling and cycling
- Reduces vehicular lanes from five to four
- Includes a tactile buffer and meets lane widths identified in NACTO guidance

Existing Westside Stairs



- Multnomah County wants to build and maintain a structure that is accessible for all people, regardless of how they get around.
- The stairs that are in place now don't accomplish that, so the County is removing them and upgrading existing sidewalks to be ADA accessible.
- New or improved ADA-compliant sidewalks will connect to nearby transit facilities, creating safer, more comfortable access for people with disabilities.



SIDEWALK & INTERSECTION IMPROVEMENTS



- Upgrade existing sidewalks around the block and to adjacent transit stops to ADA standards
- Full rebuild of intersection at West 2nd Avenue and Burnside
- Add crosswalk where none exists today



EXISTING DETERIORATING SIDEWALKS



Additional Improvements

PEDESTRIAN, ADA & BIKE IMPROVEMENTS ALONG DETOUR ROUTES

Example – Analysis Underway



Note: Detour routes for all modes will be finalized in 2024

- 1**
- SW1: no tactile domes; field check wings
 - NWC: diagonal crossing; no tactile domes



- 2**
- No crosswalk markings
 - NW1: ramp at angle to crosswalk; no tactile domes; field check steepness and wings
 - NW2: missing ramp



- 3**
- SE2: no tactile domes
 - SWC: diagonal ramp; no tactile domes; no landing; field check steepness; ramp does not align with west leg crosswalk
 - NWC: diagonal ramp; no tactile domes; no landing; field check steepness

- 4**
- SEC and SWC: diagonal ramps; no tactile domes

- 5**
- SE2: black tactile domes
 - SW2: ramp at angle to crosswalk

- 6**
- Narrow ramp shared with bicyclists
 - Need directional wayfinding at bottom of ramp



EASTBANK ESPLANADE DETOUR ROUTE PLANNING STATUS



Route to esplanade when bridge is closed

- Begin/end route
- Bike detour route
- Original bike route

Detour route when esplanade is closed



Route to esplanade when bridge is closed

- Begin/end route
- Pedestrian detour route
- Original pedestrian route

Detour route when esplanade is closed



PROPOSED PRESENTATION TOPICS

- **June 2024 - Collect feedback on detour route options under consideration**
- **Summer 2024 - Feedback on east approach range of bridge option**
- **Spring 2025 - Feedback on aesthetic details (railing, etc)**

Question: How best can we engage your advisory group on these topics?





Questions?

An aerial photograph of a city bridge spanning a river, with a blue overlay. The bridge has a prominent tower structure. In the background, a city skyline is visible. The text "Thank you" is centered in white.

Thank you