



Multnomah County is
creating an earthquake-ready

BETTER – SAFER – CONNECTED

September, 2020

Questionnaire

- Instructions: Visit the site at different times of the day, and observe the bridge user experience(s):
 - From the active spaces below bridge and from on the bridge deck surface
 - By moving (1) from east to west, and (2) from west to east
 - By walking, bicycling, riding in a vehicle, floating, and viewing from nearby buildings, parks, esplanades, or other facilities.
- Submittals: Email responses and photographs to Katy Segura (Katy.Segura@hdrinc.com) by **10/11/20**. We will compile your findings and distribute everyone's responses prior to UDAWG Meeting #2.

1. What experiences would you like to replicate or not?

Response
<p>Not replicate</p> <ul style="list-style-type: none"> ● Fencing over the freeway section. Not inviting and a different design could incorporate safety but without feeling like prison bars. ● So much noise and especially freeway noise. You don't want to spend much time there. ● Lack of bump-outs before the drop gate. Not much room to stand and wait while the bridge is up ● Lack of signage on the bridge to access MAX lines <p>Replicate</p> <ul style="list-style-type: none"> ● The bridge is minimal, not much visually to obstruct views of downtown and full 360 views. ● The approaches and access on the Eastside are wide, clear, and more approachable for all modes. Eg. accessing 3rd ave to/from Burnside



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2. What is the “spirit of the place”?

Response

The White Stag sign currently feels more like the “spirit of the place” it’s iconic and inviting. However, the Willamette feels like the spirit historically since it has played an integral role in shaping and growing our city. Being able to highlight the most defining feature in the center of the city should be included.

3. What should the bridge “say” about Portland?

Response

It’s the geographic center that divides North/South and East/West and is over one the most defining features of Portland, the Willamette. It should highlight that. It should also say that Portland has prioritized to preserve nature and the environment around us. From tearing down Harbor Drive to build a McCall Waterfront Park to building height restrictions to preserve sightlines to Mt Hood and even the city’s commitment to a healthier watershed that flows into the river.



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1. What experiences would you like to replicate or not?

To replicate:

1. 360 degree views from mid-span and corridor views of various streets and urban/park environments: keep and accentuate the views we have today.
2. There is a multimodal intimacy with the built/river environment as the Burnside Bridge (viaducts) penetrate farther into the urban landscape than other bridges; Eastside urban contemporary/historic/industrial landscape and Westside Waterfront Park and Old Town buildings and landscape. Replicate and enhance these physical and visual connections.
3. Visual access to the quintessential landmarks along both sides of the river, some are large others more engaged as a pedestrian.
4. Replicate the rest and pause areas on the bridge, maybe add additional ones as part of access improvements at the viaduct locations. Provide better on and off access from bridge "side streets"?
5. Like the east side terminus on the northeast quadrant great intersection at NE Couch Street, though the stair case down to NE3rd seems to narrow.

To not replicate:

1. Current lighting.
2. Cross section. Improve and buffer ped/bike environment with site improvements and overlooks. Crossing the bridge should offer the experience to ramble if one chooses.
3. Can we have more and better stair/lifts ADA access that link to the streets/spaces below and under the bridge?
4. Stark ped/bike environment on deck. Need more ped scale elements, lighting, furnishings and barriers to autos, rest and pause areas.

Should team consider highlighting where the bridge starts and ends in connection with the viaduct or



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treat the system as an element or “bridge”? Currently think of the defining line on the west end as 2nd Ave and Couch/MLK on the east side. Worth discussing...

Design Question: Does the urban environment on both sides act as the bridge bookends/gateway and does not need to be highlighted by bridge architecture, or should the bridge provide additional structural embellishments that highlight the transition to these unique “neighborhoods”?

2. What is the “spirit of the place”?

Response

Burnside Bridge is Portland’s primary cultural and transportation link to the historic Westside and historic and urban/industrial environment on the Eastside. Each side of the river is unique in landscape character and land use. The Burnside Bridge links the two with a mid-span view of the greater City giving the viewer a sense of Portland’s diverse urban landscape from the middle of the Willamette River!

For me, there two main components, the deck side and the underside of the bridge and both contribute to the cultural and functional character that creates the “spirit of place” unique to both sides of the river. The bridge provides refuge and connection to new urban forms and industrial Eastside with world renowned Burnside Skate Park (30 years). On the Westside it provides refuge to Old Town, Saturday Market, Waterfront Park, and Tri-met line. Stuff happens under the bridge, it creates important urban spaces!

The bridge links the “Spirit” of Portland by bridging the east and west ends figuratively and physically; allowing users to experience the bridges connection to the river and the unique landscapes at each end should be captured.

3. What should the bridge “say” about Portland?

Response

The Bridge should say: this is a historic connection to historic/cultural/river/environment and neighborhoods: it is a bridge and roadway that divides Portland into north and south with a river that divides us east and west; it has influenced our vernacular language: Northeast, Southeast, Southwest, Northwest of where we live, work and play. It provides not only geographical orientation but also provides economic/cultural/connections and refuge for public space underneath the cultural landscapes it links: It should say that Portland is sustainable, multi-modal, beautiful, cultural, and historic...the bridge should be timeless in form and adaptively functional in its use today and tomorrow. The structure does not need to look historic but should respect the historic

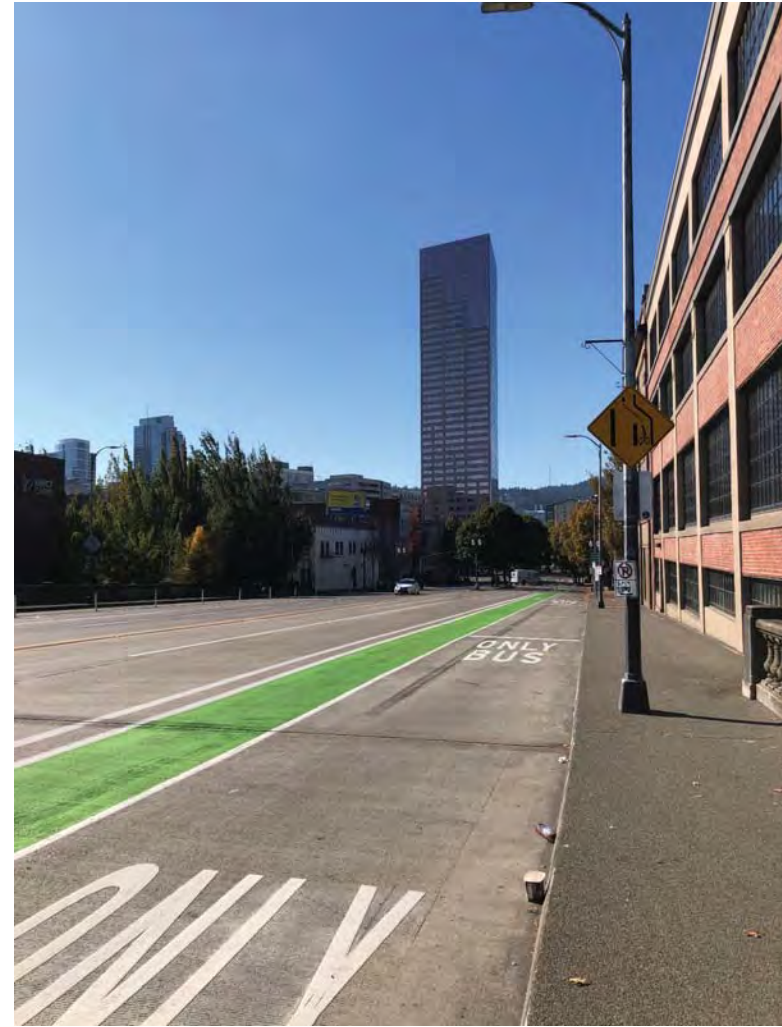


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neighborhoods that it anchors. A big part of the bridges purpose aside from being a critical link in the event of a natural disaster is how it works on a daily basis: to allow choices of “how to get there”, see and access places on the way, make you feel good about where you are and perhaps learn something on the way...





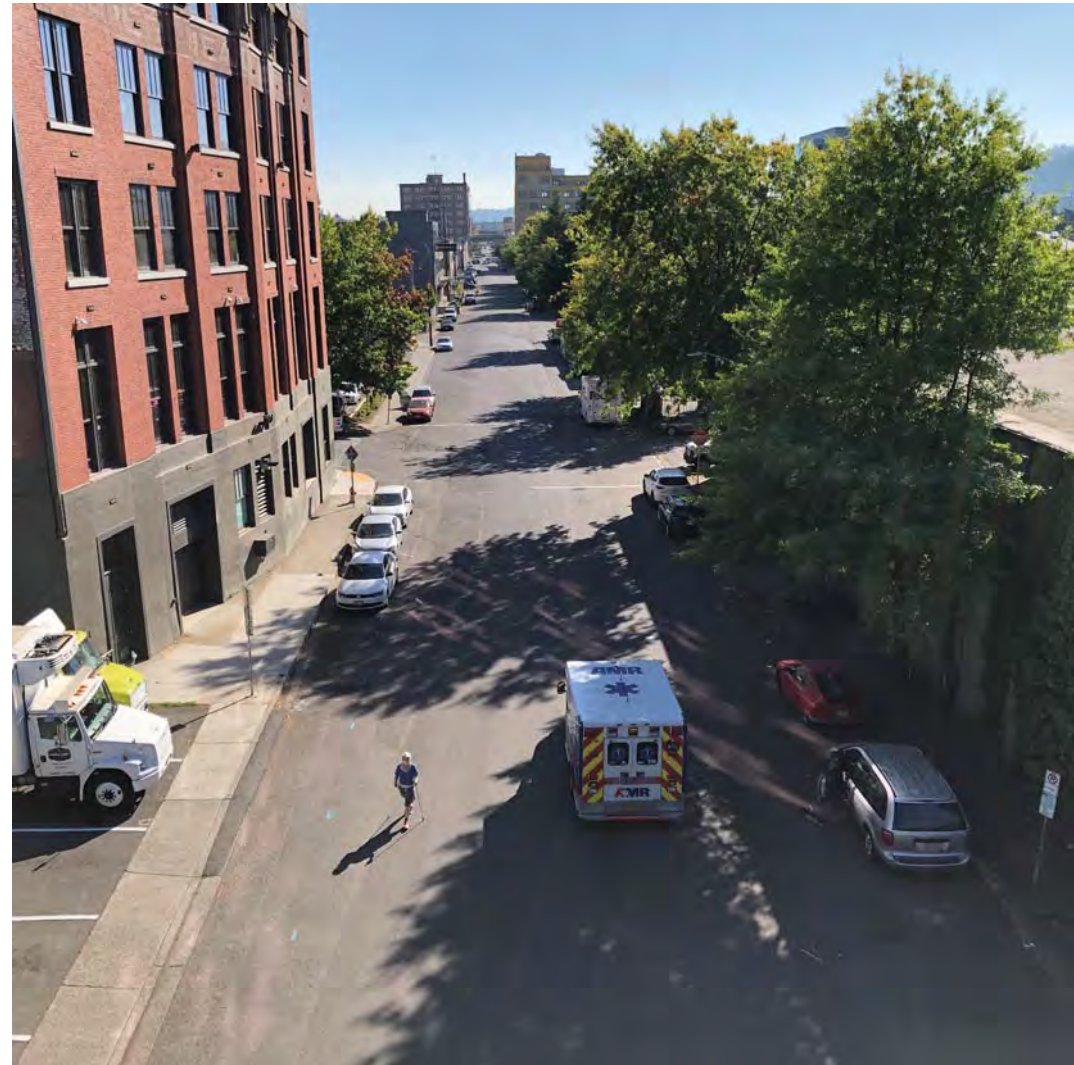


























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1. What experiences would you like to replicate or not?

Response
Atop the bridge on the west side, I like the signage that points to what is beneath – Saturday Market, Old Town.
Being in Waterfront Park, you feel that you can almost touch the bridge above you – it feels attainable, close, and yet airy, with the river below.
On the east side, by contrast, being beneath the bridge you would have no idea that there is a major body of water hundreds of feet away.

2. What is the “spirit of the place”?

Response
On the west side of the river, the spirit is grit, urbanity, and history. On the east side, it's of movement, transit, and chaos.

3. What should the bridge “say” about Portland?

Response
It should say that this is the geographic and emotional heart of the city, a place that is safe and woven into the both the urban and natural fabric.



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1. What experiences would you like to replicate or not?

Response

The bridge is a hulk adorned with historicist tchotchkes. Let's not repeat that.

The "wall" of surface presented by the bascule seems like an opportunity that could be improved upon. Could this "canvas" offer something to those waiting to cross that won't become dated?

Because of the surrounding land uses at both ends, the Burnside Bridge "underneath" provides a home to the broadest array of cultures of any bridge in the city, from Saturday Market to the skatepark. The "roof" of these spaces is cold, undifferentiated, dark gray concrete. The skatepark is fittingly feral and secretive. The market merely co-exists. The new bridge offers an opportunity to engage both kinds of spaces in a spirited dialog: How might dynamically engineered and finished joinery of a contemporary work of engineering inspire the market and skate park—or future under-bridge activities--to evolve?

With the exception of the skate park, "underneath Fill in the Blank Bridge" is a condition, not a place. The new bridge offers the potential of a "roof" that can make a place: a secular, outdoor cathedral at the compass point of the city.

The bridge shouldn't pander to the temporal conditions of today. It's job is to inspire the city of tomorrow.



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2. What is the “spirit of the place”?

Response

The bridge is a crossroads of geographies: the “natural” (actually only marginally so as the Willamette has been industrialized) and the “cultural”—the city—the longest contiguous “street” in the city.

little of the natural landscape, besides the river, is visible from the bridge. Even less will be visible in the future.

Therefore the surrounding “spirit of place” has, and will continue to, change. The bridge will be here for a century or more. Any consideration of context should be based on the full build out of zoning allowances for every piece of property within view of the bridge.

3. What should the bridge “say” about Portland?

Response

The only thing the bridge should “say” about Portland is that, 100 years in the future, we added something notable to the history of architecture and engineering. The bridge should do its job elegantly in the language of the times. It should represent a conversation between architects and engineers and the best materials and technologies of this moment applied to a scope of work: connecting the two sides of the river with bridge that moves people driving, walking, and biking—and beneath it, people driving large boats—as smoothly, efficiently and pleasantly as possible.

It will be the first bridge to be built since the creation of Waterfront Park and the Katz Esplanade, so connecting this new crossing to these features could be an important part of its scope.

Moveable bridges are an event when they move: for those being stopped and to those passing beneath.

There are two potential design approaches: blending in or standing forth.

Given the likely girth necessitated by the seismic resiliency mandate, deciding which path will be critical. Trying to have it both ways is likely folly. To blend in, the materials should be as light, transparent, and reflective as possible to help the overall form delicately interface with the landscape’s changing light.

But if standing up to the Big One necessitates monumentality, the bridge should own it and fearlessly



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make the landscape. In this scenario, rather than the bridge deferring to the landscape, the future landscape should defer to the bridge.



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1. What experiences would you like to replicate or not?

Response
<p>The existing Burnside Bridge can be seen from so many vantage points; over, under, around, and through. Like many of Portland's bridges it's a gregarious host. We can ride, walk, paddle, sail, motorboat, peddle, drive, and run all over and around the Bridge. Like an intimate friend the Burnside Bridge shows its true self to us, no matter the weather, time of day, or mood. Its both a brawny structure, and also delicate with its sculptural balustrade along its walkways. While we can't see its foundations below the river, the strong prow form of the piers that buttress power of the Willamette hint of great strength.</p> <p>I have come a long way to-day: On a strange bridge alone, Remembering friends, old friends, I rest, without smile or moan, As they remember me without smile or moan.</p> <p>All are behind, the kind And the unkind too, no more To-night than a dream. The stream Runs softly yet drowns the Past, The dark-lit stream has drowned the Future and the Past.</p> <p>No traveller has rest more blest Than this moment brief between Two lives, when the Night's first lights And shades hide what has never been,</p>



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Things goodlier, lovelier, dearer, than will be or have been.

-Edward Thomas

2. What is the “spirit of the place”?

Response

Genius Loci: towards a phenomenology of architecture- conceptualize experience that could accommodate those aspects of one's existence that lie on the periphery of sentient awareness.

The Burnside Bridge has both a specific character, and a universal quality. It is gritty, robust, and earthy...beginning on the western edge of Portland's first community, Old Town. It connected, but didn't unite the emerging east side of Portland. These two sides of the Willamette River are two vastly different worlds...complex, diverse, seedy, and of different wealth's. The river it attempts to straddle comes from deep in the heart of Oregon, and leads to the greatest of rivers...and the greatest of oceans.

Yet, when we stand on the Burnside Bridge and on a clear day see the holy mountain Wyeast in the east...we feel a connection to all things. When we see the salmon returning to their beginnings, we also feel a connection to the cycles of life. And when we talk to one another at the Skate Park, the Saturday Market, and the fellow human on the street...we know we're connected to each other. The Burnside Bridge is noun and verb. It is...it connects...it calls to us.

3. What should the bridge “say” about Portland?

Response

More than any other bridge the Burnside Bridge is both servant and an authentic leader. For nearly a hundred years it has both hosted the daily life of Portland while making its own statement of the city and region. As the city recreates itself every day the Bridge humbly supports those cycles of rebirth. But the Bridge isn't about temporal things. It has a long memory and can share many stories of parades, protests, and progress. It remembers great ships, great floods, and the Great Depression. So, I imagine the Bridge doesn't dwell about Portland today, or even tomorrow. But what it was, what it is, and what it might become.



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Response

-I liked the views from walking over the bridge. The views are better when walking from East to West IMO with the skyline, hills and setting sun or blue skies depending on the time of day. Very nice views up and down the river.

-The activation of storefronts along the westside buildings (needs more glazing at bridge level) to deter tents and campers. Or public art on the blank walls.

-Walking across bridge is long journey with very few spots to stop along. There are no physical breaks or visual breaks when moving across.

- It is not a good bridge for walking and talking. It is very loud from car traffic along the bridge, from I5 passing below. Pedestrians and cars should have at minimum a sound barrier if to promote pedestrians. (Sound Attenuation, Deflection, Barriers) Possibly get vehicles off the same plane or level as the pedestrians/cyclists.

-Fenced parking areas have improved the homeless camping under the bridges at both ends, most notably improved at West end. The Saturday market area might benefit from less columns, but the airiness and amount of natural light keeps the underside of the bridge by the water looking good. Is this an opportunity to create a unique landscape park that differs from an covered asphalt area?

-The transformer building, landscape pit, and massive trees to the north at Naito create a very unattractive area with lots of hiding spaces, dead grass, trash, graffiti. It creates shadows and dark areas which are neglected.



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- Is there a way to integrate digital signage rather than screw on street signs to the lampposts on the bridge.
- More experiential lighting if the pedestrian experience is to be improved. Currently the cobrahead fixtures make it feel like a car-centric bridge.
- I somewhat like the heavy industrial trusses on the underside of the bridge. It feels like portland with heavy structural members that allow light and air. It's understated, but impressive from below the bridge.
- Bikes separation should be considered in new design.
- Provide more direct access to the river.

2. What is the “spirit of the place”?

Response

- I like the heavy industrial trusses on the underside of the bridge. It feels like Portland with heavy structural members that allow light and air. It's understated, but impressive from below the bridge. It has an quiet reverence to the Steel & Morrison Bridges.
- White Stag Building sign is iconic. So is the skyline and west hills when approaching from the East. It feels like a gateway into Portland. Would bridge lighting or any overhead arches help celebrate this bridge as a gateway?
- The bridge does not feel like it has much relation to the water, unlike the Tillikum or Steel. Should it? Are there places under the bridge that allow access to the water on the west side?



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3. What should the bridge “say” about Portland?

Response

-The Bridge should say “It’s not about me”. It should be about downtown Portland and its beautiful setting. It has the beauty of the River, the Skyline, and the West Hills. It is the ceiling of the Saturday market and one of the major Max stops in the city (also one of the more iconic Max stops at Skidmore Fountain).

-The Bridge should say, “I’m sustainable and environmental” (for material selection and constructability). Can it be netzero for operating the bridge mechanics, communications, and lights. Solar, Wind and Hydro opportunities available.

-The Bridge should say visually “I’m a gateways into Old Town/Chinatown/Nihonmachi”. Signs like the Old Town Market sign create gateways into the neighborhood. Also the White Stag sign is a gateway sign that most people can identify with the Portland.



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Response

Important experiences/considerations:

Prioritize pedestrian and bike experiences; vehicles will be accommodated

Vehicular traffic moves too fast!

Sense of gateway into the downtown from east to west

Waterfront Park is green gateway into downtown, superimposed over architectural framework

West side has more depth and a backdrop of buildings and topographic features, Washington Park

West side is established collection of buildings from many eras

West side has the US Bank Tower as a focal point

East side is architectural cacophony of materials, shapes and sizes—The Yard dominates

East side is largely new construction from the same era

East side has no particular backdrop

Being at the center of the city—interesting views in all directions—a cacophony of urban forms

Existing bridge has an openness relative to the cityscape

Existing bridge is not “iconic” compared to others, small and modest relative to city’s other bridges

Existing bridge has two wide places for pedestrians to pause

Existing bridge railings/operator towers have interesting detail and materials—almost delicate

East and west bridgeheads reflect distinct differences in the city

Existing bridge can be programmed for events and parades

West bank is significantly lower than the east

City landmarks can be viewed: Big Pink, West Hills, State of Oregon neon sign, Steel and Fremont

Bridges, Oregon Convention Center twin towers, Moda Center Arena

Lighted area of the city landmarks can be viewed: Big Pink, State of Oregon neon sign, Oregon

Convention Center twin towers, Moda Center Arena, Lloyd District towers—reflection in the water



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Different/new opportunities:

Screen or soften freeway views from the deck's east end
Reduce perception of decibels by focusing or distracting viewers
Create a physical barrier between peds, bikes and vehicles
Create a gateway into the downtown from I-5 and I-84
Streetcar will provide scale
Enable more transparent views to the river
Explore ways to slow vehicular traffic—"a neighborhood bridge"

2. What is the “spirit of the place”?

Response

Portland sits in a topographic “bowl” at the confluence of two rivers
Burnside sits in a concave “bowl” of topography, sloping east to west
Burnside sits in a concave “bowl” of bridges, with the outer ones stepping down to it as the center
It's truly at the center of the city and region

Burnside Bridge presents an open platform in the city: a large skyscape and skyline of downtown and inner east side

Burnside Bridge sits at the largest bend in the river—presents long views up and down the river
From Burnside, you can see nearly all the bridges over the Willamette

Burnside Street is a connector in the city east-west.
West Burnside Street has historically been a socio-economic divider, north-south
Burnside Street resolves the grid in the city fabric with many flatiron blocks/buildings

3. What should the bridge “say” about Portland?

Response

A new Burnside Bridge should:

Be a strong, reliable, safe place
Be the ultimate connector and lifeline of our city
Acknowledge land, water and sky



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Be transparent and light as possible
 Be a beacon in the city
 Express our values as a city
 Demonstrate new, forward-thinking technologies
 Accommodate river navigation
 Be choreographic and episodic, not static
 Have a strong response to context
 Be artistic through a careful, well-proportioned composition sensitively placed in the river and in the landscape
 Recognize the scale of the river, cityscape and surroundings
 Have welcoming, safe, humane, flexible spaces beneath where urban activities can take place
 Demonstrate sustainability, including fisheries
 Acknowledge history
 Feel personal
 Be a celebration
 Be timeless in design
 Be poetic

Question: What does “iconic” mean to us?



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1. What experiences would you like to replicate or not?

Response
<p>Eastside:</p> <ul style="list-style-type: none"> • Love being near the water on the Esplanade – getting close to the river is a special experience and a new bridge – a once in a lifetime investment – should help people get closer to the river more easily • From eastside neighborhoods, it is a convoluted route to get to the bridge by bike. It should be more direct, easier, seamless. Riding a bike to and across the bridge should be as easy and direct as it is for cars to use streets • The pedestrian experience needs to be enhanced. Crossing MLK and navigating the Couch s-curve, the streets are wide, vehicles are high volume, and lots of turn movements to be aware of. It feels more like an environment tailored for vehicles more than people. <p>Westside:</p> <ul style="list-style-type: none"> • Walking on the bridge from the westside, the views down to Waterfront Park, Saturday Market, and the Japanese American Historical Plaza are exciting because you can see so many people enjoying the different park facilities • Getting off the bridge deck to the street level needs to be better. It does not feel safe to use the steps. A new connection needs to be active, in a more visible place, and closer to Naito/Waterfront Park, where people want to go, and not just to the MAX station. • Can being under the bridge feel better than feeling like you are under a bridge? <p>On the Bridge:</p> <ul style="list-style-type: none"> • The views from the bridge up and down the river are very scenic, and inspires pedestrians to pause and take in the views. This needs to be a bridge for people to use and enjoy. • Bridge viewpoints remind people that rivers were here before the City was, how we replaced indigenous people and their cultures with our own, and how we manipulated the



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environment to suit our colonial schemes. While looking forward with a new bridge, these places where people will stop and think should honor the indigenous people who were here first.

Under the bridge:

- From both sides, and particularly the west side, a thinner bridge deck will be a positive. The bridge structure relationship to the seawall is obstructive and should be a place to lean against the railing and look at the water or up and down the river.



2. What is the “spirit of the place”?

Response

The spirit of the place is like the dynamics of Portland – trying to balance old and new. The bridge connects the charm of historic buildings and seedy Old Town to the burgeoning eastside hipster scene. The spirit is unifying – it is tying neighborhoods and the region together



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3. What should the bridge “say” about Portland?

Response

The bridge should be forward looking, setting the tone for the next 100 years. Holding onto past styles, features, and patterns are what we are culturally trying to break from. The bridge can manifest that yearning for separation as an expression of a moment in time when Portland decided that we need to be different in the way we see and do things so we will arrive where we want to end up. Status quo has got to go!



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1. What experiences would you like to replicate or not?

Response
<p>Valued views and experiences include:</p> <ul style="list-style-type: none"> ▪ Broad views of the city both eastbound and westbound. ▪ Views upstream and downstream. ▪ Continuity of Waterfront Park under the west end of the bridge. ▪ Architectural quality and scale of bridge operator towers. ▪ No overhead structures to limit views and sense of openness above the river. <p>Current features that are unsatisfactory:</p> <ul style="list-style-type: none"> ▪ No stairway directly to Waterfront Park. ▪ Views up- and down-stream obscured for automobile passengers by opaque rail ▪ Clunky appearance of access to Eastside Esplanade. ▪ Sidewalk access safety is limited.

2. What is the “spirit of the place”?

Response
<p>Awareness of being on the ‘equator’ of Portland’s street system coupled with a sense of the size and significance of the river beneath – which is the reason for Portland’s existence at this place.</p>



Multnomah County is
creating an earthquake-ready
downtown river crossing.

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September, 2020

3. What should the bridge “say” about Portland?

Response

The Burnside Bridge should celebrate its unique and significant location (see ‘spirit of place’ statement above) and purpose as a central and key connection uniting two halves of Portland. It should look forward to the next hundred years – not backward to bygone engineering solutions. It should exemplify Portland as a city that excels in design and innovation.



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September, 2020

Questionnaire

- Instructions: Visit the site at different times of the day, and observe the bridge user experience(s):
 - From the active spaces below bridge and from on the bridge deck surface
 - By moving (1) from east to west, and (2) from west to east
 - By walking, bicycling, riding in a vehicle, floating, and viewing from nearby buildings, parks, esplanades, or other facilities.
- Submittals: Email responses and photographs to Katy Segura (Katy.Segura@hdrinc.com) by **10/11/20**. We will compile your findings and distribute everyone's responses prior to UDAWG Meeting #2.

1. What experiences would you like to replicate or not?

Response

The new Burnside Bridge should be more than a safe regional lifeline. Historically it was the first Willamette River bridge to be designed with an architect.

I would encourage:

- Extra consideration to the proportions of the span and overhead structures.
- How the bridge meets the city on both sides of the river.
- An elegant design that is original. One that is in context with but does not ape our other bridges.

I am hoping for:

- A design that does not interrupt views of the city, river, mountains, etc.
- Better connections for bikers and pedestrians between the bridge and the Esplanade and between the bridge and Waterfront Park.
- Safer and separate bridge deck zones for bikers and pedestrians including places to pause, enjoy the view and to let others pass.
- Slower traffic and a less cacophonous environment.
- A bridge opening that is appropriately interesting to watch without being an add-on spectacle.
- Functional bridge deck lighting that not overly harsh.
- Subtle lighting (below and above deck) that emphasizes the structure, structural details, and mechanical functions.
- Something fun and unexpected at the mid-river piers like a place to tie up small boats and/or a swimming/sunning platform.



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September, 2020

2. What is the “spirit of the place”?

Response

3. What should the bridge “say” about Portland?

Response

Portland is looking to the future. When it makes a change it implements new and innovative solutions.

Portland is a multimodal city that utilizes all forms of transportation but values walking, biking, and public transportation over the automobile.

Portland is welcoming to all. It does not discriminate. It opens its arms to all equally whether from within the city or outside including different regions, states, and countries. The Eastside is as important as the Westside.



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1. What experiences would you like to replicate or not?

Response

Experiences to replicate:

- Approach from Eastbank Esplanade: practically walking on water, un-impended views across river into Waterfront Park and Downtown
- Open, but still slightly cavernous space walking under bridge
- Connection with water recreation (boats, swimmers)
- **Connection between design of bridge and Eastbank Esplanade**
- Sequential views as you walk upstairs to bridge
- Views of other bridges from Burnside – the contrasting identities of each (especially love Steel, Broadway, Fremont sequence)
- Views looking south from bridge, onto Saturday Market and down Waterfront Park are extraordinary
- Smooth integration of bridge ends into street network appealing visually

Experiences to not replicate:

- Sea of asphalt and transportation infrastructure when you're spilled onto bridge from stairs (looking northeast)
- Other than views, neither the pedestrian nor bike experience is very pleasant on the bridge
- Too close to traffic, little variation in form or materials of space
- Despite visual integration into street network, should function better for pedestrians and bikes
- Burnside Bridge lacks personality of other bridges – could have stronger identity



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2. What is the “spirit of the place”?

Response

Portland is nurturing, calm, laid back but unapologetically weird and eccentric. It’s filled with passionate people that will fight for their beliefs and values.

Portland contrasts with San Francisco, Seattle, Vancouver (BC) because it’s a grittier river city and has retained residents at more of a range of income levels. This makes Portland great because it’s so much less boring and sanitized yet still has all the great natural amenities Cascadia/PNW has to offer.

3. What should the bridge “say” about Portland?

Response

Portland is resilient in maintaining its weird identity and not becoming overly sanitized like the coastal PNW cities. The Burnside Bridge replacement should not only be a beacon of its own resiliency but also the city’s resiliency in maintaining its unique identity.

We shouldn’t be afraid to diverge from the current bridge form. Let’s try to find a bridge type that gives Burnside a new identity (a beacon of resiliency?) while integrating and promoting opportunities for the wide, expansive views we have today as well as design elements from the current bridge and Eastbank Esplanade.

WHITE



WHITE





WHITE







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1. What experiences would you like to replicate or not?

Response

First and foremost is the openness of the view from the current span. This has three aspects, first and most critical being the openness of the center span, which also ensures the continuation of no constraints on the height of vessels which may transit this section of the river. Second would be the direct view along the bridge, both vertically and horizontally. Third would be the peripheral views, to the sides and overhead while on the span.

I would like to replicate the visual effect of the pier cutwaters when viewed from upstream; the effect is of the bridge working with the river rather than blocking its flow, giving the esthetic of a watercraft moving upstream. The adjoining smooth faces of the current span piers should be replicated as against use of the multiple blocks and facets seen in some of the renderings – again to produce the effect of a vessel in harmony with the river rather than the sense of a conquering giant standing astride the stream. Brutalism is an architectural vocabulary rarely expressed in Portland's built environment.

The eastbound approach along West Burnside gives a definite experience of ascending toward a summit backed only by sky that is well worth replicating, although that is a significant challenge for all the long-span alternatives.

While both bridge ramps provide extensive undercover space, the chopped-up feel created by the closely-spaced piers could be much improved. An opportunity for "open plan" on a grand scale...



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September, 2020

2. What is the “spirit of the place”?

Response

It is a spirit of gracefulness and appropriateness of scale. The current bridge is very much a connecting band tying the east and west sides together, much as the merger of the many original incorporated towns created a single Portland city.

3. What should the bridge “say” about Portland?

Response

It should say that while Portland delights in its built spaces, it equally delights in the glories of the natural environment within which it resides. When viewed from the top of the butte at Willamette National Cemetery, the overwhelming visual impression of Portland is of a small cluster of skyscrapers embedded in and almost overwhelmed by forest primeval. Views of Mt. Hood from anywhere in downtown differ only in degrees of gloriousness.

<https://www.dropbox.com/sh/84796p3zgs6z45o/AACJ5XfMFuxo9QjpMHChLIJta?dl=0>

Links to an overly large set of photos documenting a windshield tour over and around the bridge

<https://www.dropbox.com/sh/psidvypxgi16iem/AAA9FyrmcGoAyRwhE8Q8ry-2a?dl=0>

I discovered in these photos that the AVE extends south to the marina between the Hawthorne and Marquam bridges. Burnside Bridge is clearly visible from water level, underneath the Hawthorne and Morrison spans.

<https://www.dropbox.com/sh/6ypcga3g9paju6s/AAAIWgJf8hI3tMQMRLR83obca?dl=0>

This is a set of views from and around Navy and Coast Guard vessels that moor at the seawall on either side (N & S) of the Burnside Bridge during Rose Festival. At the south end of the Eastside Esplanade can be seen what appear to be native rock ledges at the river’s edge.



















