

Portland Joint Bike & Pedestrian Advisory Committee

Briefing

**Multnomah County Department
of Community Services
Transportation Division**

May 17, 2022



When we last met

Dec 2021

- Reviewed proposed cost saving refinements to the Long Span Alternative
- Reviewed alternatives considered for connections to Max & Esplanade
- Reviewed opportunities to provide input during Fall/Winter public outreach campaign



A Joint Letter from the City
Bicycle Advisory Committee & Pedestrian Advisory Committee
1120 SW 5th Avenue, Room 800, Portland OR 97204

March 17, 2021

To: Multnomah County Bridge Services Section
Burnside Draft EIS
1403 SE Water Avenue
Portland, OR 972124

Subject: Comments on Earthquake Ready Burnside Bridge DEIS

The City of Portland's (Oregon) Bicycle and Pedestrian Advisory Committees (BAC/PAC) are pleased to submit this letter in response to the Earthquake Ready Burnside Bridge Draft Environmental Impact Statement (DEIS). There is much that we support about the project, including the need for a seismically resilient crossing of the Willamette River in Downtown. This letter, however, concentrates on where we believe the project can be improved. In particular, we believe that an investment of this scale should do more to meet adopted city, county and regional goals than merely "not directly affect long-term transportation greenhouse gas (GHG) emissions"¹; it should—and must—play a part in reducing them.

There are three main areas where we believe the project could do more, while still meeting the Purpose and Need for the Project. These are: allocation of space on the bridge; connections to the pedestrian and bicycle network at each end of the bridge; and provisions for pedestrian and bicycle access during construction.

Allocation of space on the bridge

The BAC/PAC welcomes the increased space for people on bikes, on foot or rolling at the midspan of the short span/long span options. Existing 5.5' wide bike lanes would increase to 8' wide; 7.3' wide sidewalks would increase to 8' wide². There would be a 2.5' wide buffer between bicycles and pedestrians. Active transportation lanes would also be protected from traffic, with room for barriers. This represents a substantial improvement over the status quo, and indeed over other bridges in the city.

We are, however, concerned that the generous space at the midspan is reduced at the east and west approaches, where the proposed cross sections provide less room for active transportation *than currently exists*. This is likely to be a particular problem at the Portland Rescue Mission, where sidewalks are well

¹ Earthquake Ready Burnside Bridge - DEIS - Executive Summary, page S-23

² Earthquake Ready Burnside Bridge - DEIS - Project Alternatives, page 2-9

What has happened since?

Spring 2022

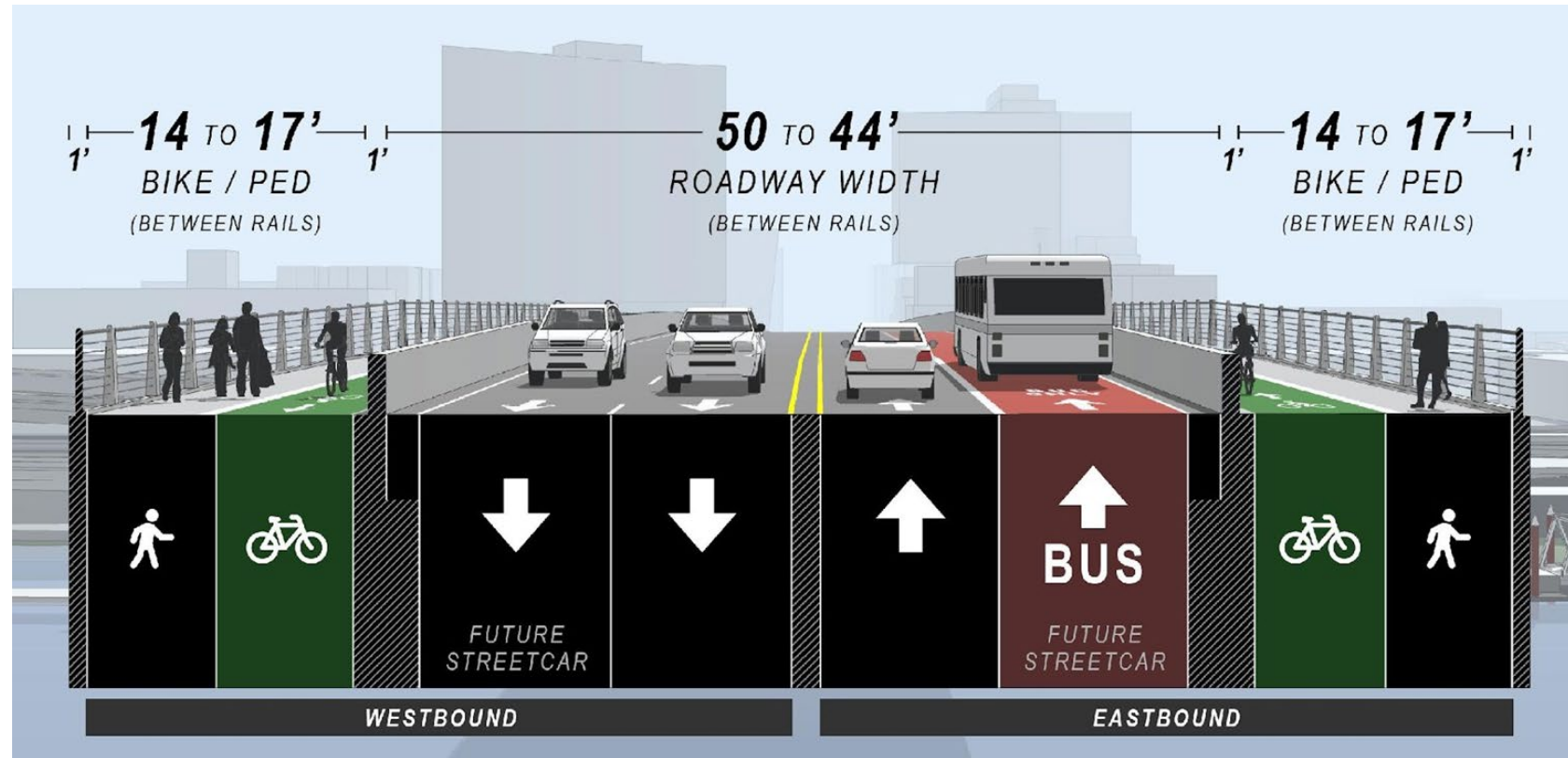
- **Policy Group approval of proposed cost saving measures, March 3rd**
- **Board adoption of cost saving measures into refined Long Span Alternative, March 17th**
- **Publication of Supplemental Draft Environmental Impact Statement (SDEIS), April 29th**

Agenda

- **Review typical cross section currently proposed in SDEIS**
- **Proposed impacts & mitigations to detour routes during Construction**
- **Status update on Eastbank Esplanade Connection**
- **Next Steps**

Preferred Alternative Refinements

Bridge Width



- Removes one single occupancy vehicle lane
- Maintains eastbound transit-only lane
- Widens bike/ped facilities compared to existing

Cross Section: Refined Preferred Alternative (Supplemental Draft EIS)

Impacts & Mitigations

Ped/Bike-related

- **Detours from bridge and park closures** (Bridge closure: ~3-5 years depending on staging; Portions of *Waterfront Park*: 4-5 years; *Eastbank Esplanade*: ~18 months, intermittently)
 - Develop Traffic Control Management Plan to identify detour routes, safety measures, signage and communications (website, notifications, etc.).
 - Schedule temporary closures for periods of low traffic levels and/or shorter durations.
 - Provide signage and information about detours and closures to allow pedestrians and bicyclists to plan their trips in advance and avoid confusion and minimize delays.
 - Specify and sign/mark detour routes to the Steel Bridge to the north, and to either the Morrison or Hawthorne Bridge to the south.

Impacts & Mitigations

Ped/Bike-related

- **Safety and traffic calming due to construction and detours**
 - Provide low-cost safety countermeasures at intersections within the Direct API or on select neighborhood greenway streets immediately adjacent to the dedicated bicycle / pedestrian detour routes. Examples could include: traffic signal backplates, right-turn or left-turn traffic calming, protected left-turn lane where left turn lane already exists, and temporary traffic signal phasing to separate pedestrians and bicyclists from turning motor vehicles.
 - Provide traffic calming measures in either places where bikeways don't have separated facilities within the Bicycle and Pedestrian Direct API, or on select neighborhood greenway streets immediately adjacent to the dedicated bicycle / pedestrian detour routes.
- **On-going Coordination**
 - Continue close coordination with nearby neighbors, bike and pedestrian groups and local agencies throughout design and construction to identify opportunities to avoid or reduce impacts, address concerns, and provide advance notice.

Eastbank Esplanade

Connection to Burnside Bridge



Supplemental Draft EIS

Recommended Preferred Alternative



Replacement Long Span with Tied Arch



Replacement Long Span with Cable Supported

Supplemental Draft EIS

Public Comment Period: April 29 – June 13, 2022



Online Open House: burnsidebridge-eis.participate.online/

Voicemail: 503-423-3790

Email: Burnside-EIS@multco.us

Postal mail: Multnomah County Bridge Services Section
EQRB Project, 1403 SE Water Avenue, Portland, OR 97214

In-Person Hearing: June 8th, 4:30 and 6 p.m.
Multnomah Building - Board Room, 501 SE Hawthorne Blvd.

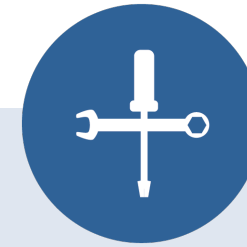
Next Steps



ENVIRONMENTAL REVIEW PHASE

July 2022: City Council approval of LPA

December 2022: Final EIS and Record of Decision



FINAL DESIGN PHASE

Late 2022 – Late 2024

Key Topics:

- East approach span type (Tied Arch or Cable Supported)
- Design features (bike/ped treatments, railings, lighting, etc.)
- Construction approaches

Thank You

