



City of Portland's Joint Bike & Pedestrian Advisory Committee *Briefing*

Multnomah County
Transportation Division
Department of Community Services
December 14, 2021

Project Overview

Purpose



Seismic Resiliency and Emergency Response



Regional Recovery and Rebuilding



Long-term Use



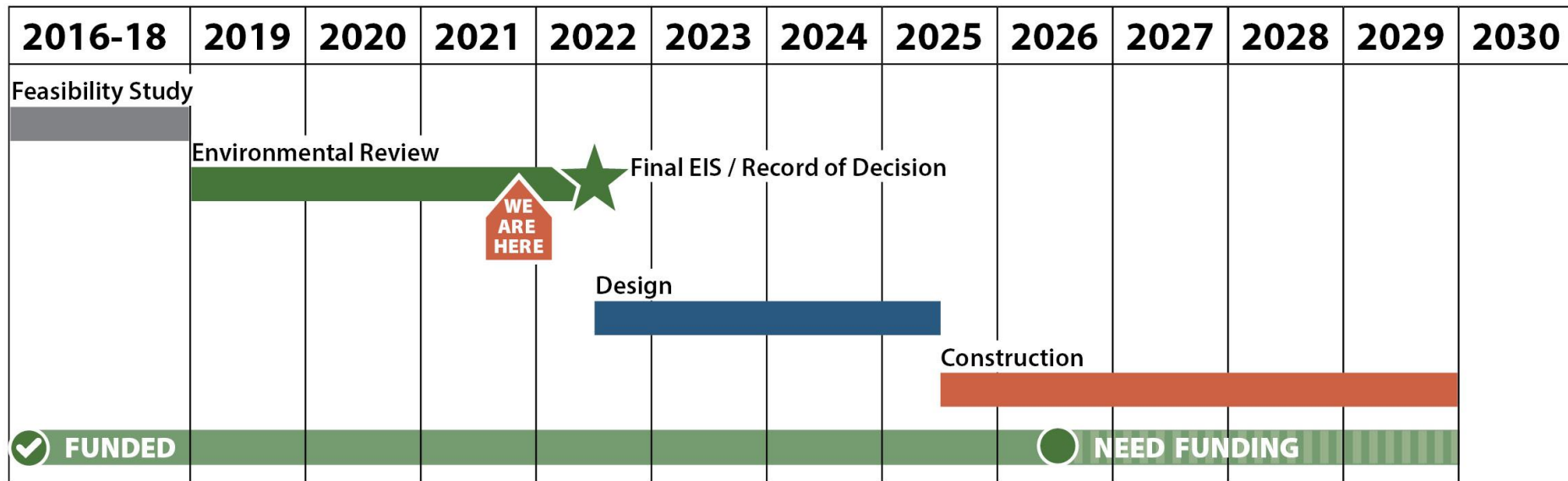
Funding Context

Must achieve an affordable Project to be viable

- Cost considerations have changed over the last year
 - Failure of the 2020 Regional Transportation Bond Measure which would have allocated \$150 million to the project
 - High competition for funding of large infrastructure projects
 - Increasing labor and materials costs have emerged from the COVID-19 pandemic
- Despite funding challenges, the need for an earthquake ready bridge to serve the Portland region remains
- Seeking cost saving refinements to help ensure this project can be fully funded and built
- \$300M secured for project: if cost-saving ideas adopted, reduces project cost to \$825M-\$915M



Project Timeline





Preferred Alternative Refinements



Guiding Principles

- Moving forward with recommended Long Span Replacement Alternative
- Ensure the Purpose and Need is met
 - Seismic resiliency
 - Emergency response and regional recovery
 - Long term transportation needs
- Maintain County's equity lens



Preferred Alternative Refinements

Revised Preferred Alternative Refinements	Why?	Cost Savings
1. Bridge width Reduced by approx. 26 feet	<ul style="list-style-type: none"> Cost savings 	\$140 – 165M
a. Vehicle Lanes Reduced from 5 to 4 vehicular lanes (4 Lane configurations under consideration)	<ul style="list-style-type: none"> Cost savings 	
b. Bike / Ped Space Reduced from 20' to between 14' - 17'	<ul style="list-style-type: none"> Cost savings 	
2. West Approach bridge type Reduced to only Girder type	<ul style="list-style-type: none"> Regulatory permitting Cost savings 	\$20 - 40M
3. Movable span bridge type Select either Lift or Bascule type	<ul style="list-style-type: none"> Regulatory permitting Community preference Cost savings 	\$25 - 35M
NOTE: East Span Bridge Type Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	<ul style="list-style-type: none"> Community preference 	TBD





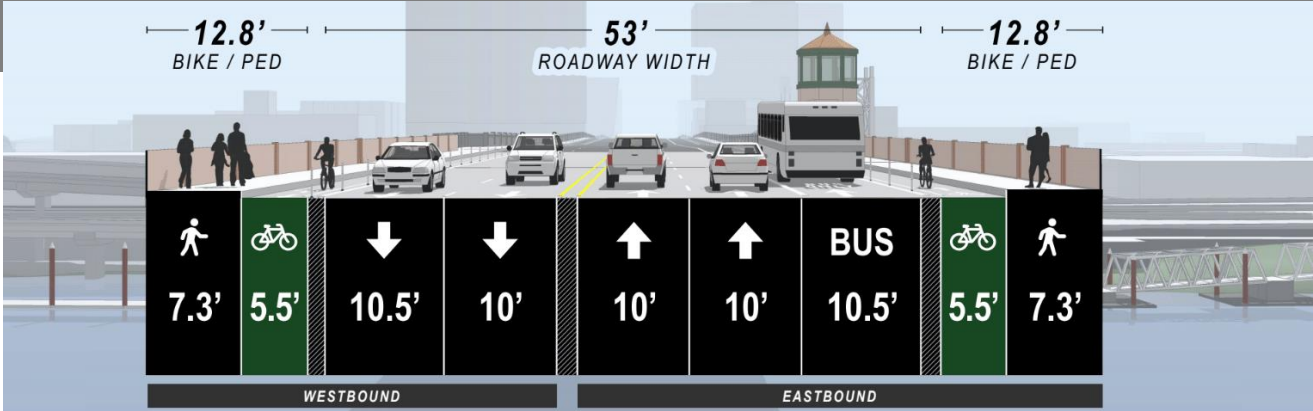
Bridge Width



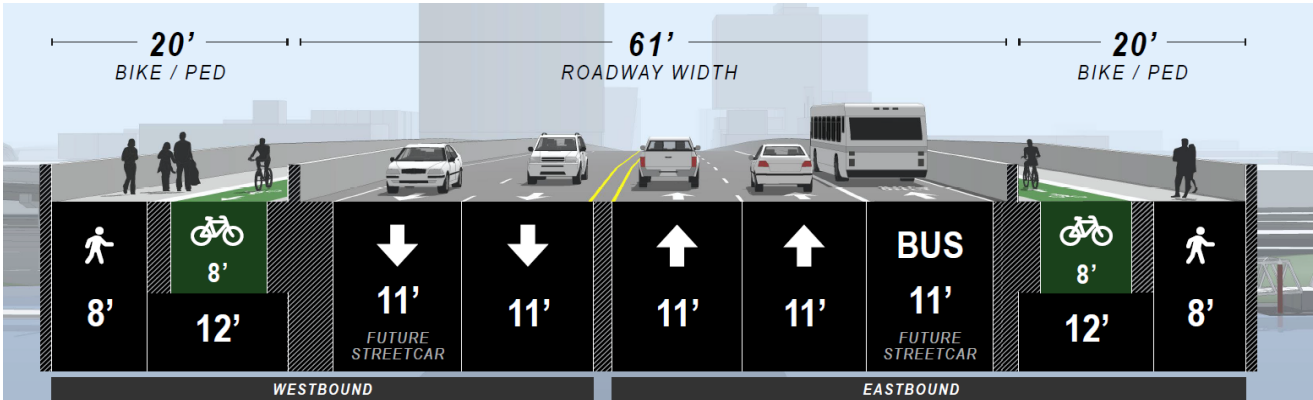
Bridge Cross Section

Narrower Bridge

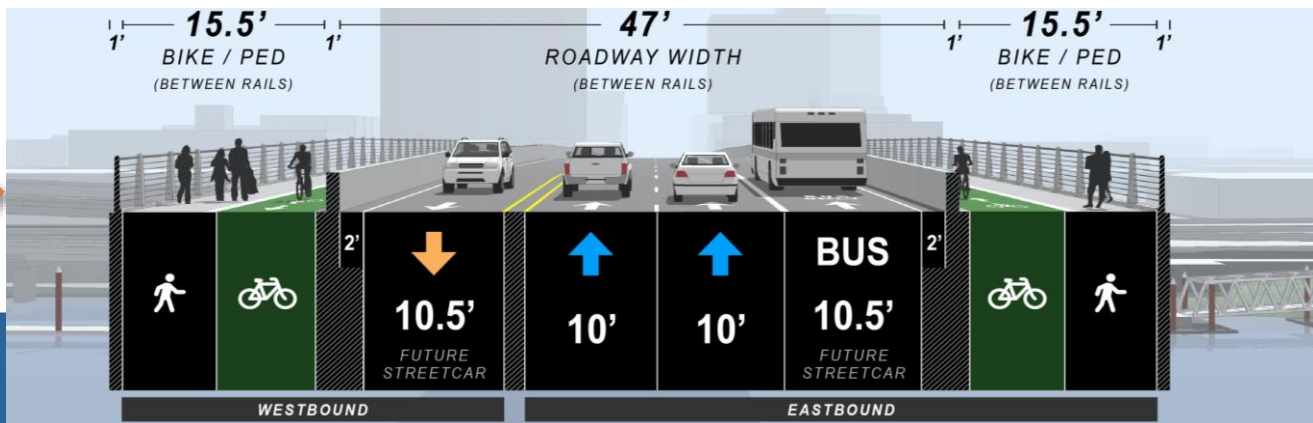
Existing Cross Section



DEIS Cross Section



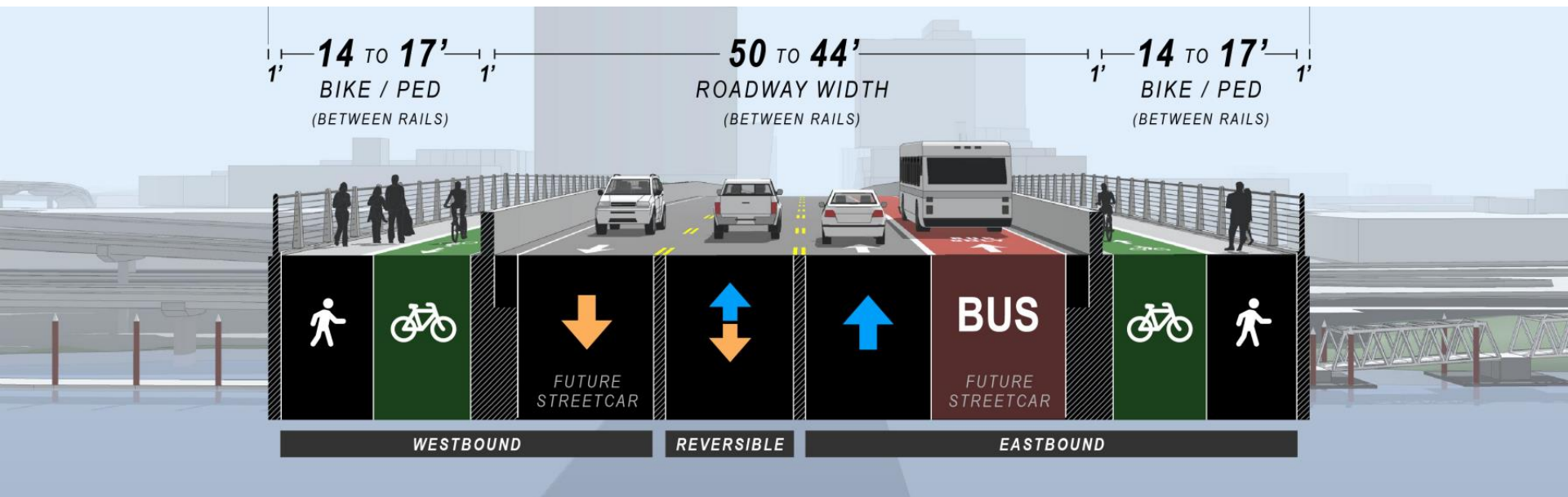
Refined Cross Section Under Analysis



**\$140 - \$165M
Savings**

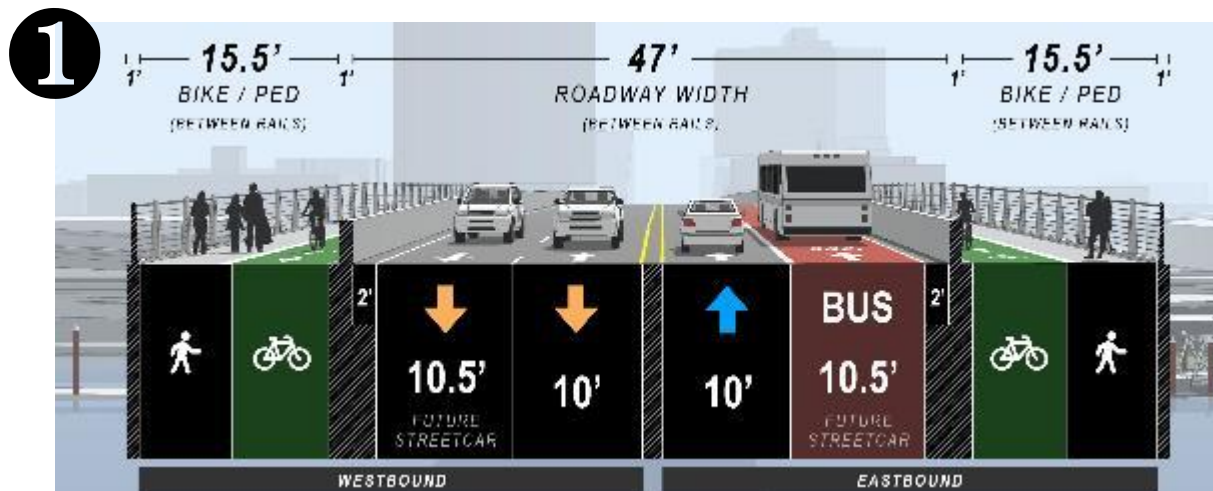
SDEIS Cross Section Options

Re-allocating some vehicular width to bike/ped space

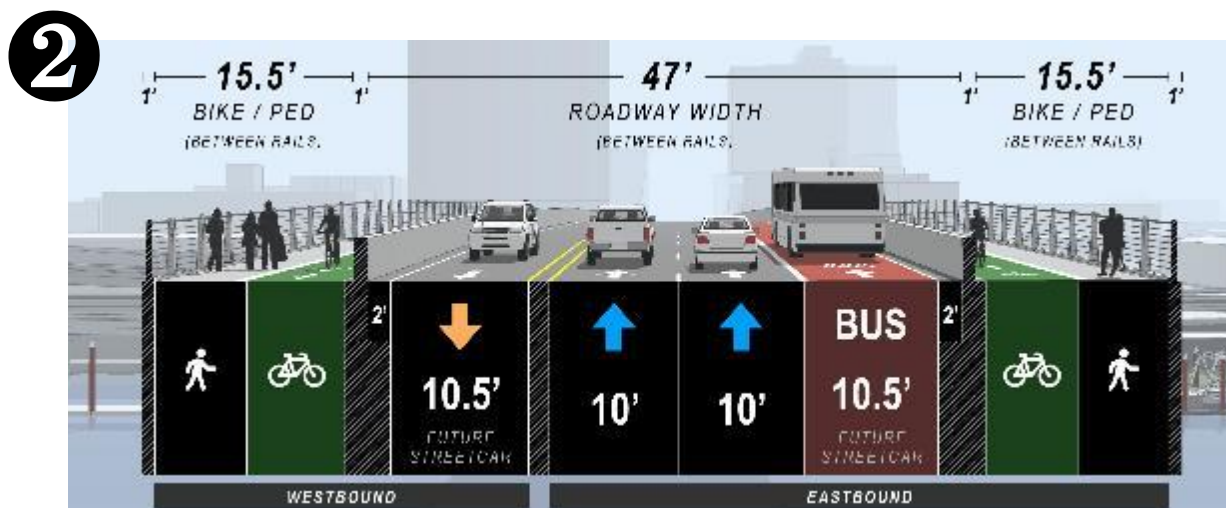


4-Lane Traffic Configurations

Lane Configuration is a PBOT decision



BALANCED:
2 WB Lanes /
1 EB + 1 Bus Lane



EASTBOUND FOCUS:
1 WB Lane /
2 EB + 1 Bus Lane

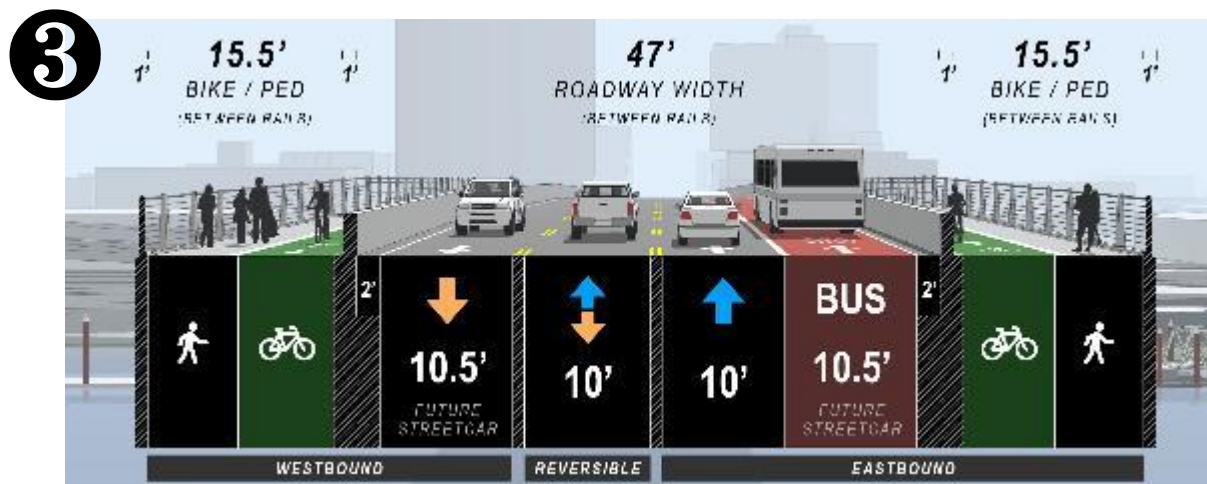


Notes: (1) Also analyzed impacts to adjacent bridges
(2) 15.5' bike/ped space shown; 14' to 17' bike/ped spaces under consideration

4-Lane Traffic Configurations

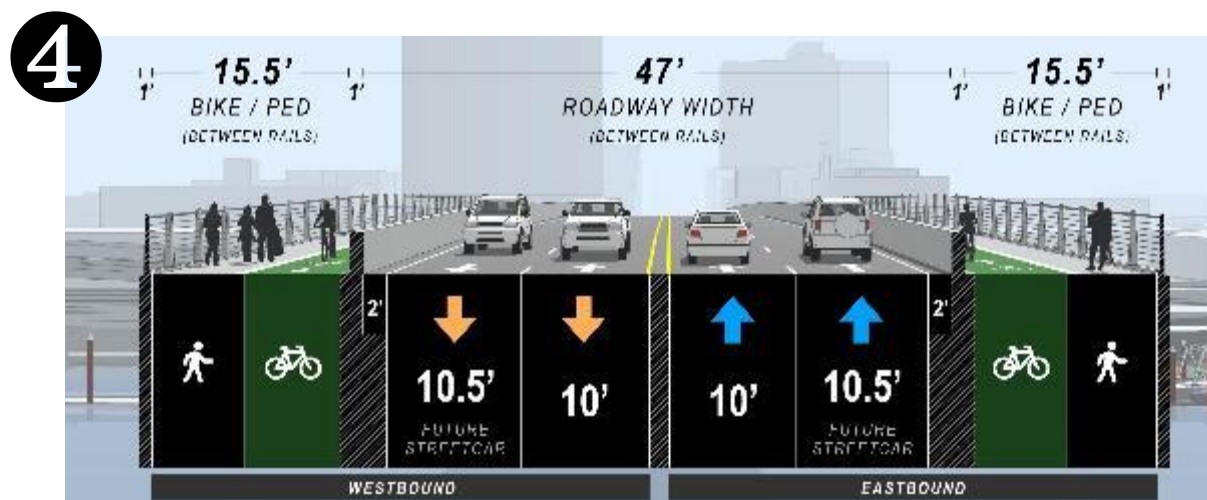
Lane Configuration is a PBOT decision

REVERSIBLE LANE



BUS QUEUE JUMP:

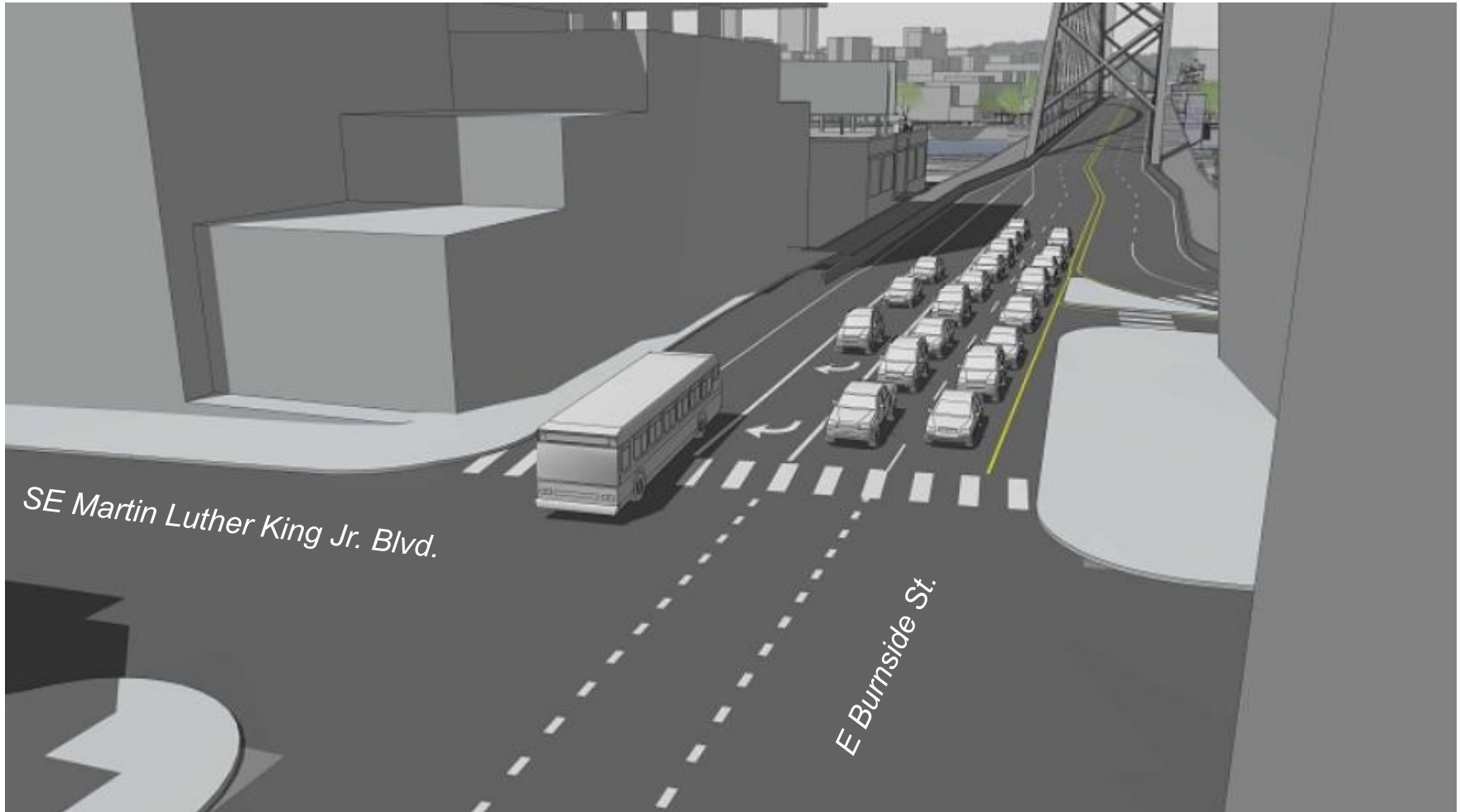
2 WB Lanes /
2 EB Lanes
(Bus queue jump)



Notes: (1) Also analyzed impacts to adjacent bridges
(2) 15.5' bike/ped space shown; 14' to 17' bike/ped spaces under consideration

Bus Queue Jump

Eastbound bus queue jump at MLK



Reversible Lane Option

What we're studying ...

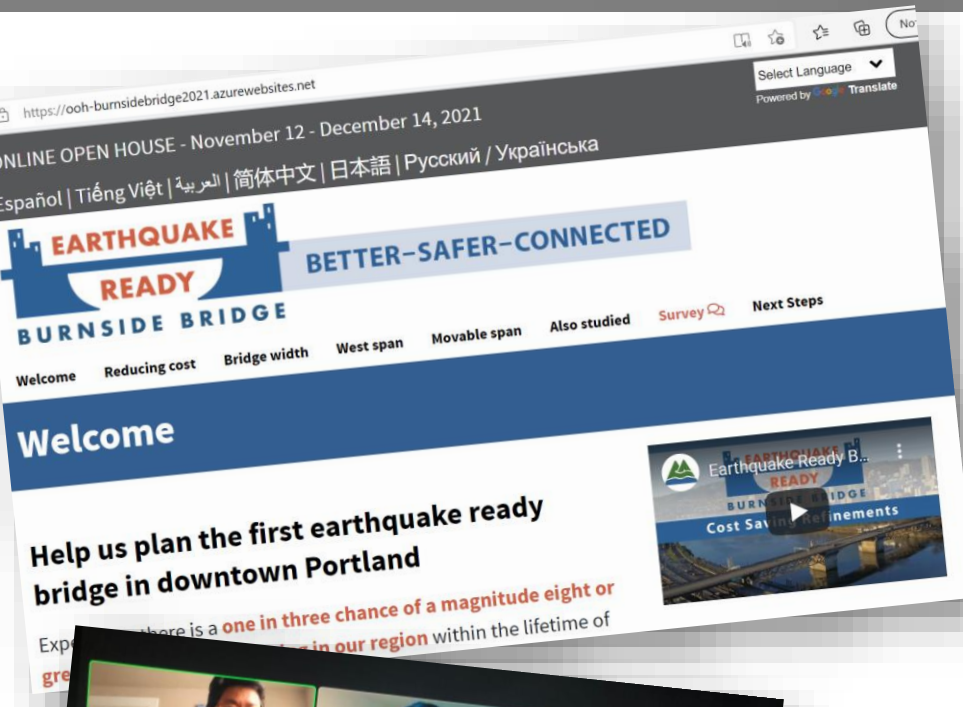
- Lessons Learned from others
- Traffic operations and safety
- Entry treatments



*Angus L. MacDonald Bridge,
Halifax, Nova Scotia*

Community Engagement

Mid-November to Mid-December 2021



Objective: Share revisions to the Preferred Alternative and seek community feedback.

Key Activities:

- Online Open House and Survey
- Virtual Briefings
- Video
- Webinar
- E-newsletters, news releases and social media
- Diverse outreach through the Community Engagement Liaisons program



Visit: *Burnsidebridge.Participate.Online*



Connections from bridge to Skidmore MAX Station and Eastbank Esplanade



Connections to MAX & Esplanade

Existing Conditions

**North & South Stairs to
Skidmore MAX Station**



Owner: Multnomah County

**South Stairs to
Eastbank Esplanade**

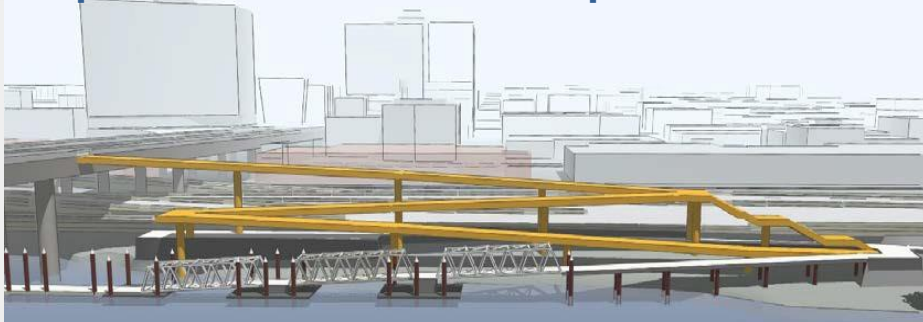


Owner: City of Portland (built in 2001)

Connections to MAX & Esplanade

A range of options were studied. A decision will be made in final design.

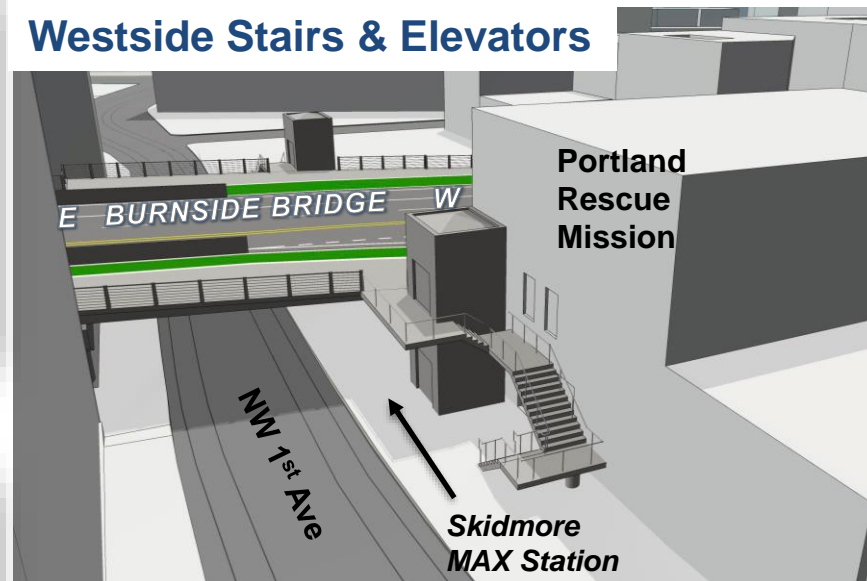
Esplanade Switchback Ramp



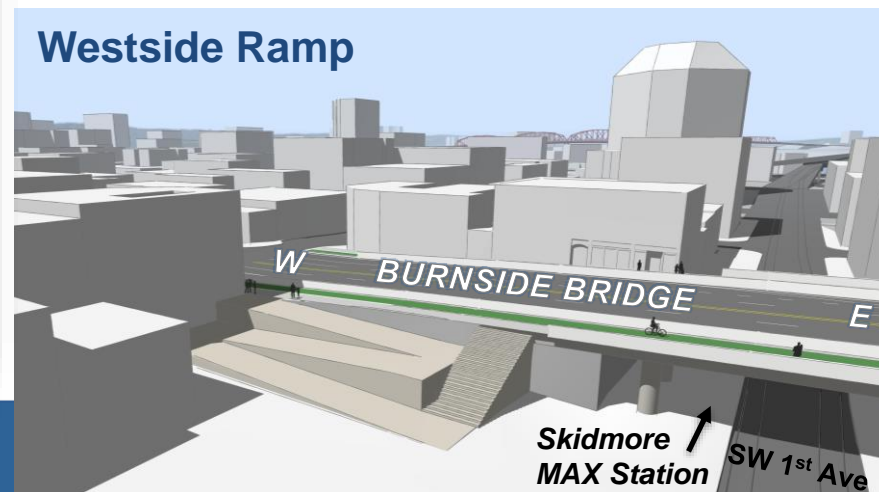
Esplanade stairs & elevators



Westside Stairs & Elevators



Westside Ramp

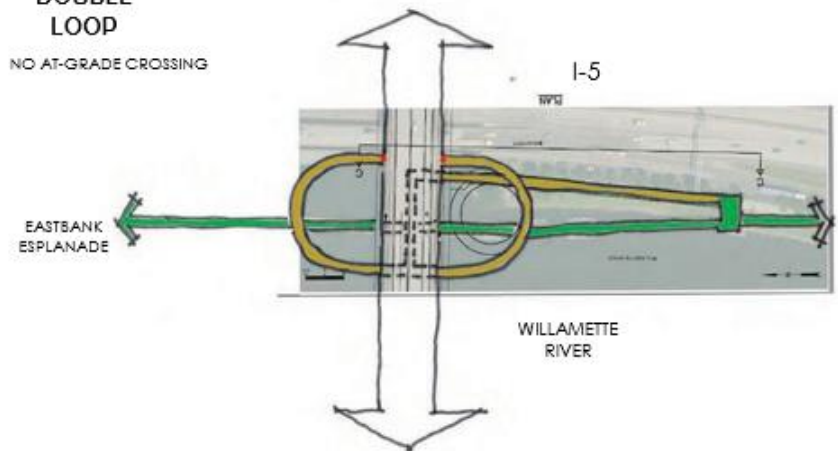


Connection to Eastbank Esplanade

Preliminary concepts from PBOT and Human Access Project



**DOUBLE
LOOP**
NO AT-GRADE CROSSING



ENVIRONMENTAL REVIEW PHASE

*We are
here*

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
- **March 2022 PG Meeting** – Share community and CTF feedback and seek Policy Group approval and Mult Co BCC Revised PA adoption
- **Spring 2022** – Publication of Supplemental Draft EIS and public comment period
- **Fall/Winter 2022** – Final EIS and Record of Decision



Questions?

Thank you!

