



Interstate
BRIDGE
Replacement Program



Community Advisory Group Equity Advisory Group Workshop

July 21, 2025

Closed Captions in English and Spanish

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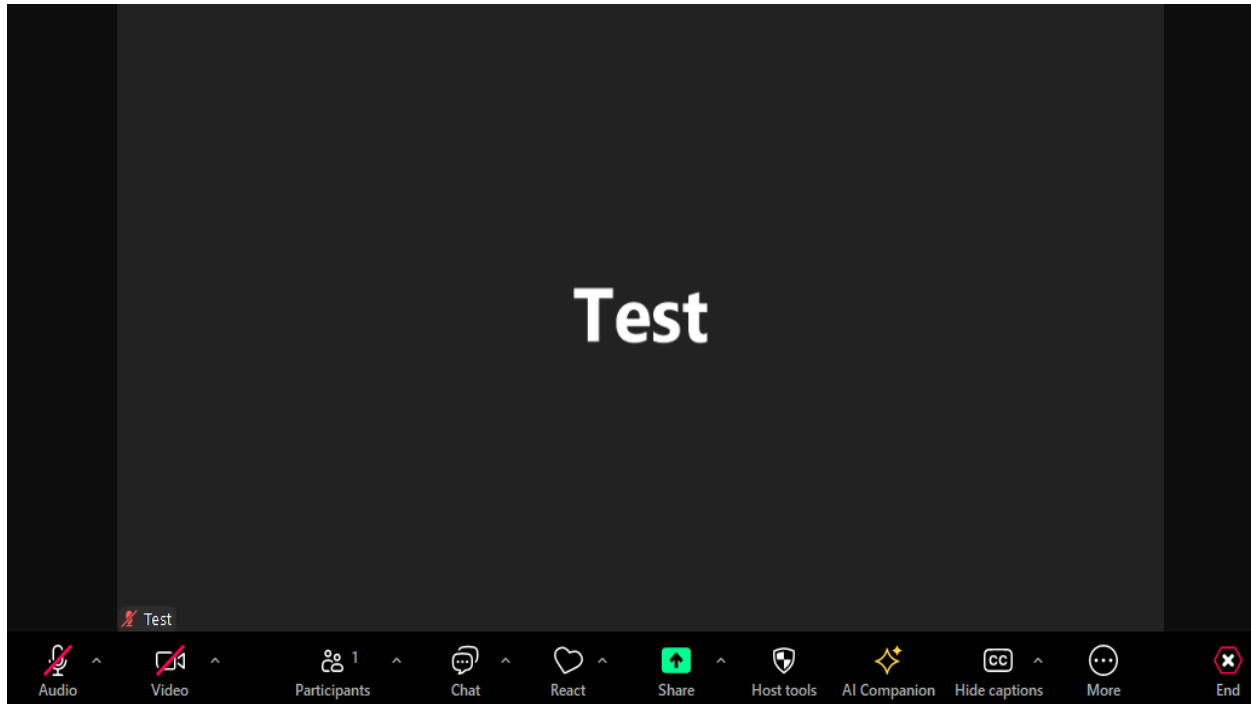
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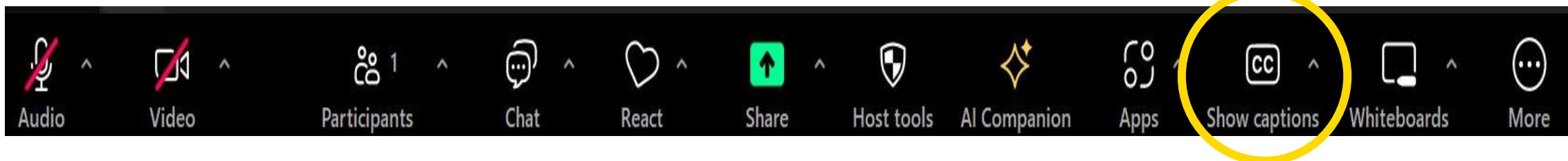
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How to access closed captions



1. At the bottom middle of your screen, you should see a menu of options. If you can't see the menu, hover your mouse over the bottom middle of the screen.
2. Click the square “CC” icon towards the right side of the menu to toggle captions on.
3. Click the submenu ^ arrow to access more settings including language, font color and font size.



ASL Interpretation

- ▶ There is an ASL interpreter in addition to closed captioning.
- ▶ To make sure the interpreter is always visible please right click their video and select spotlight video.
- ▶ For those watching on YouTube, when we screenshare, you will be able to see the slideshow, closed captioning and the ASL interpreter. You will still be able to hear different people speaking but may not see them.

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today (around 5:35PM).
- ▶ Verbal public comment will be welcome in the Zoom Webinar during the designated time, with the option to turn on your web camera.
 - Please use the link located in the meeting description on the YouTube meeting page or on the IBR CAG+EAG meeting webpage.
 - Commenters will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ **To comment by phone:**
 - Dial: +1 669 900 6833 or +1 408 638 0968
 - Enter meeting ID: 897 7533 8358, passcode: 701942
 - Dial *9 to raise your hand
 - After you are invited to speak, dial *6 to unmute yourself





Welcome and Presenter Introductions

Dr. Roberta Hunte, EAG Facilitator

Ed Washington, CAG Co-chair

Meeting Agenda

Time	Topic
4:00 p.m.	Welcome and Introductions
4:05 p.m.	Architectural Elements Overview
4:15 p.m.	General Principals and Main Crossing
5:45 p.m.	Public Comment
5:55 p.m.	Next Steps and Closing



Architectural Elements Overview

Casey Liles, IBR Delivery Manager

Shilpa Mallem, IBR Design Manager

Architectural Elements Overview

- ▶ **What this process is:**
 - Identification of a program-wide vision and guidelines for architecture and aesthetics
- ▶ **Building on previous work**
 - CRC Architectural Guidance process
- ▶ **Overarching goal of the workshop series**
 - Communicate the program's current work and obtain feedback
 - Feedback will inform program-wide guidelines on architecture
 - Guidelines will be incorporated into design and construction documents

Architectural Elements Overview

► Caveats:

- Examples in the presentation show a single-level fixed span bridge configuration
- However, the guidelines would apply to the program elements irrespective of the bridge type or configuration selected through the NEPA process.

► What this process is not:

- Selection of a bridge type or configuration

► Timeline and future architectural opportunities

- Second workshop next month
- Potential future engagement opportunities during design and construction phases of individual construction packages



Where we are in the process

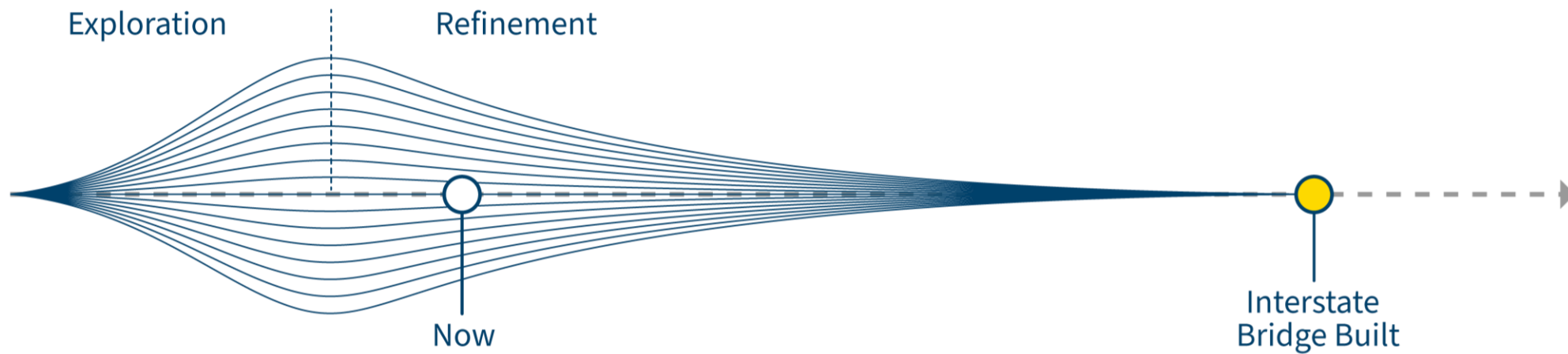
Arianna Levantesi, IBR Program Architect

Tom Osborne, IBR Program Architect

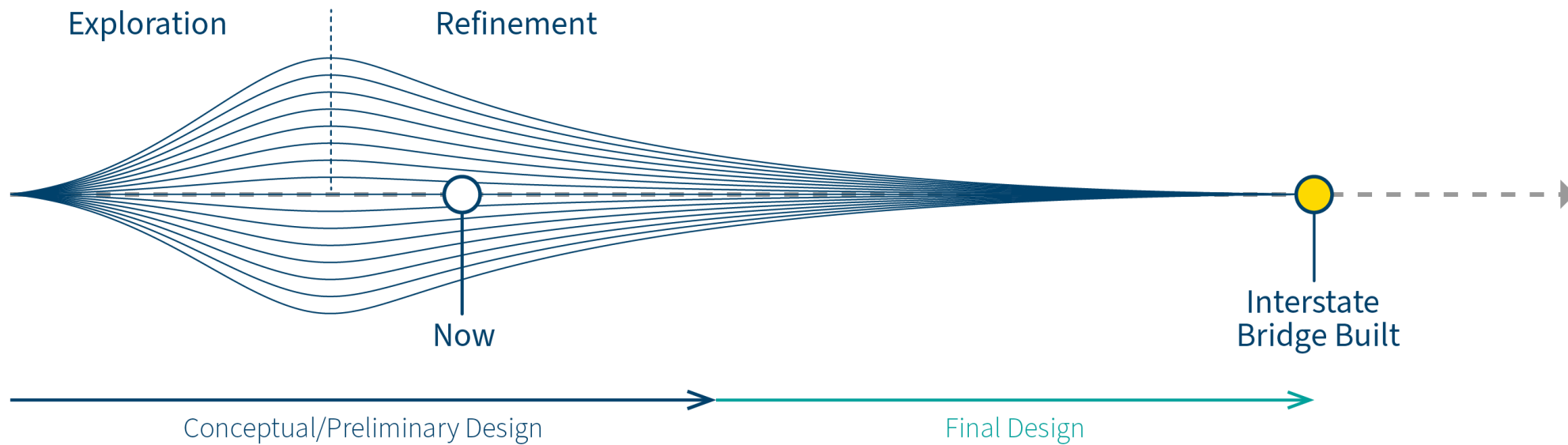
Where we are in the process



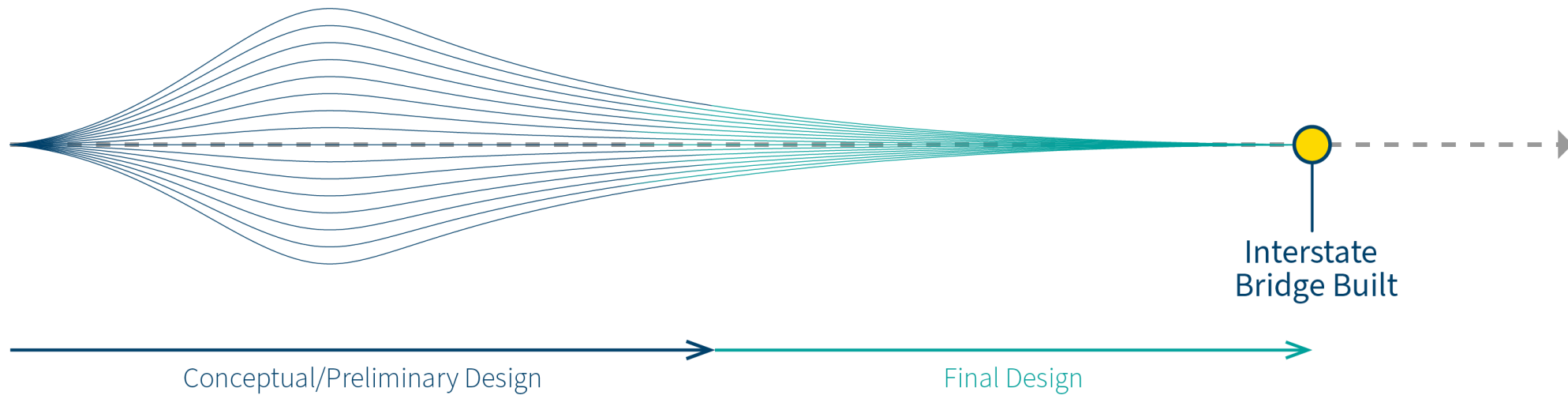
Where we are in the process



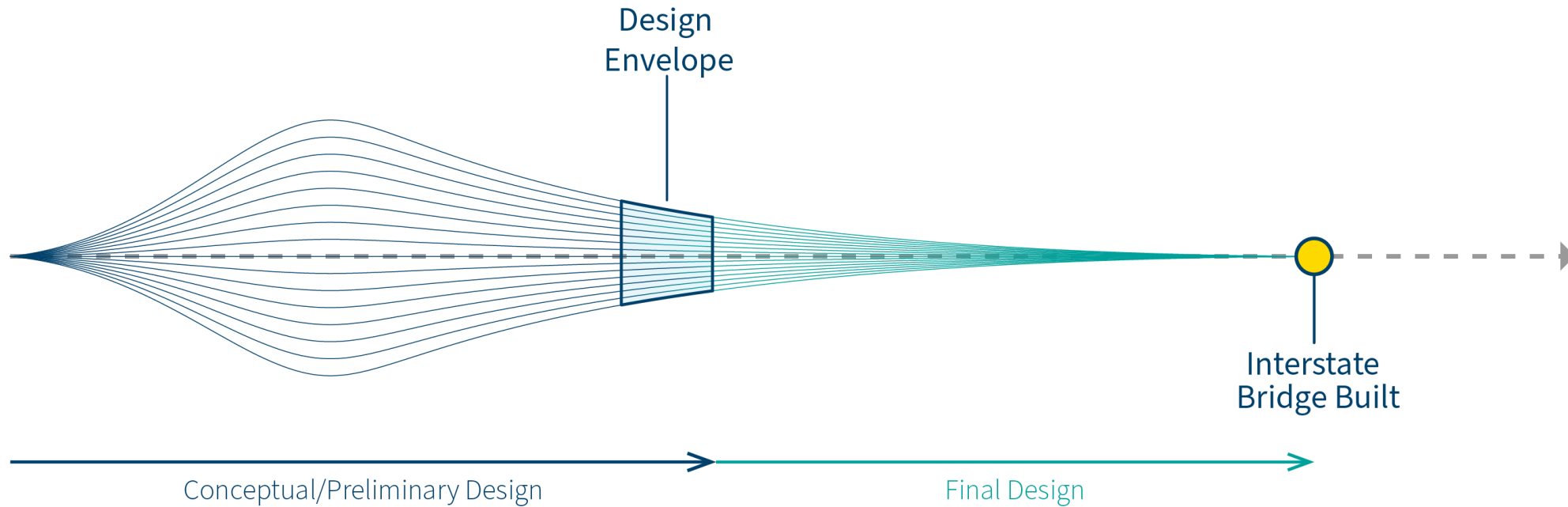
Where we are in the process



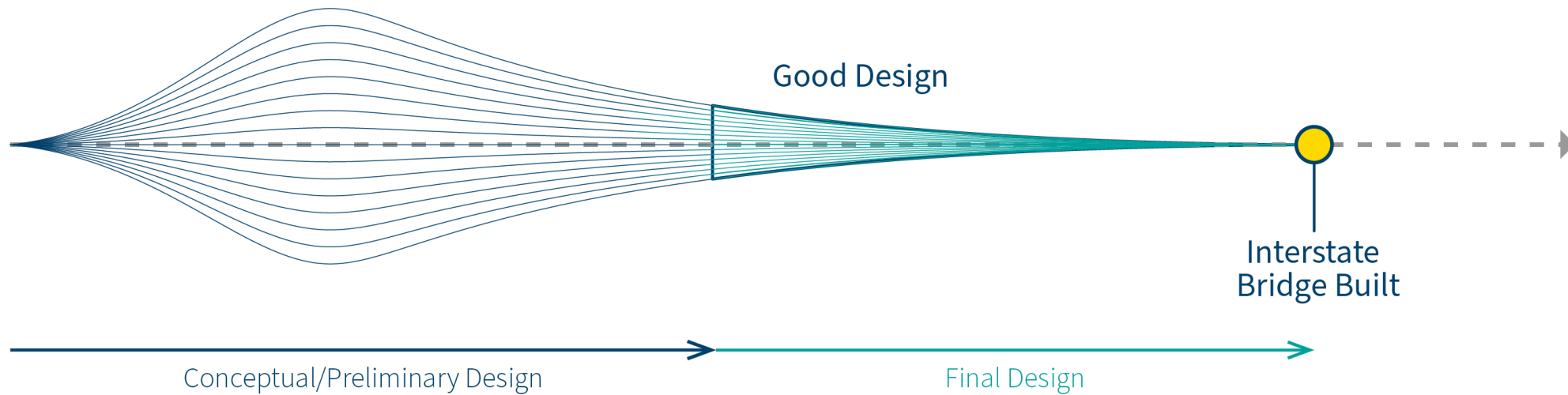
Where we are in the process



Where we are in the process



Where we are in the process





What is good design?

What is good design?

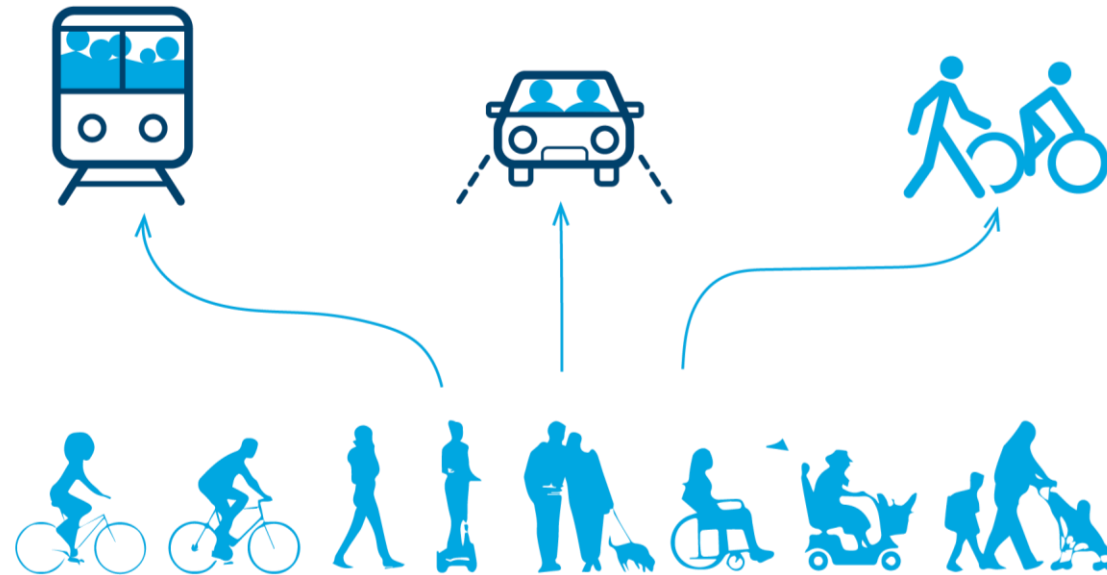
Good design responds to people and place



People first



People first



A Three Step Process



Why?
Who?

1.



How?

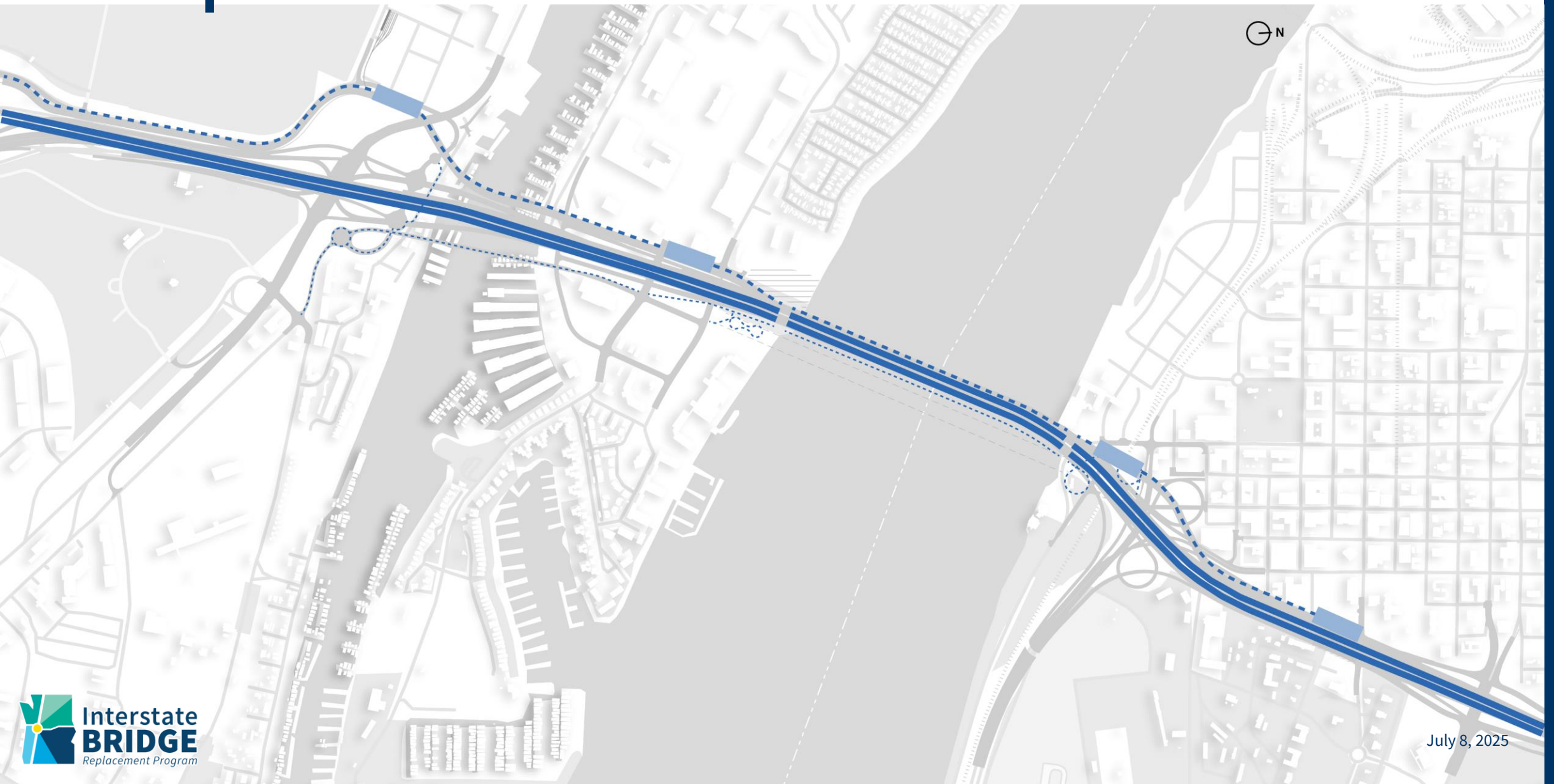
2.



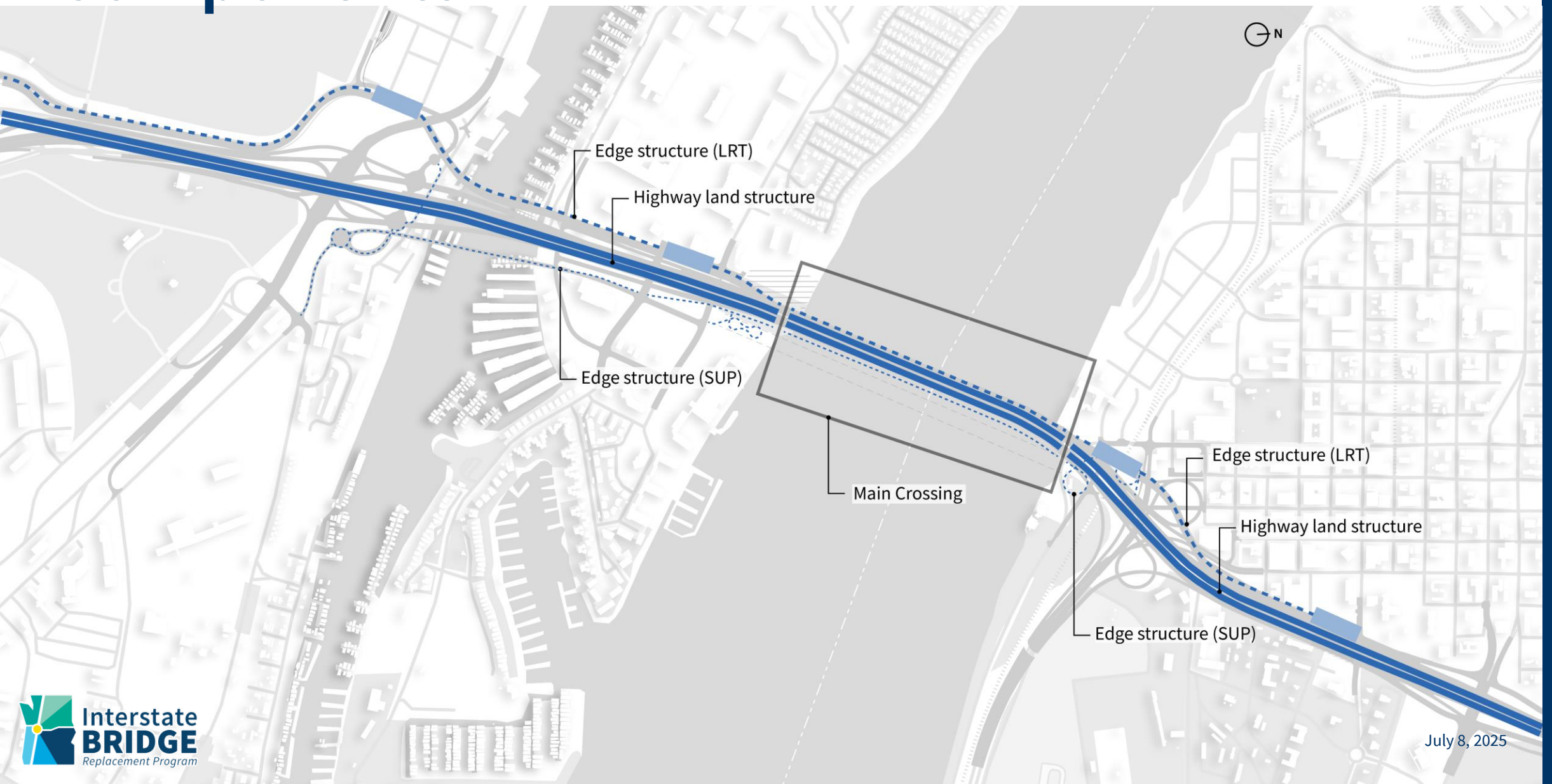
What?

3.

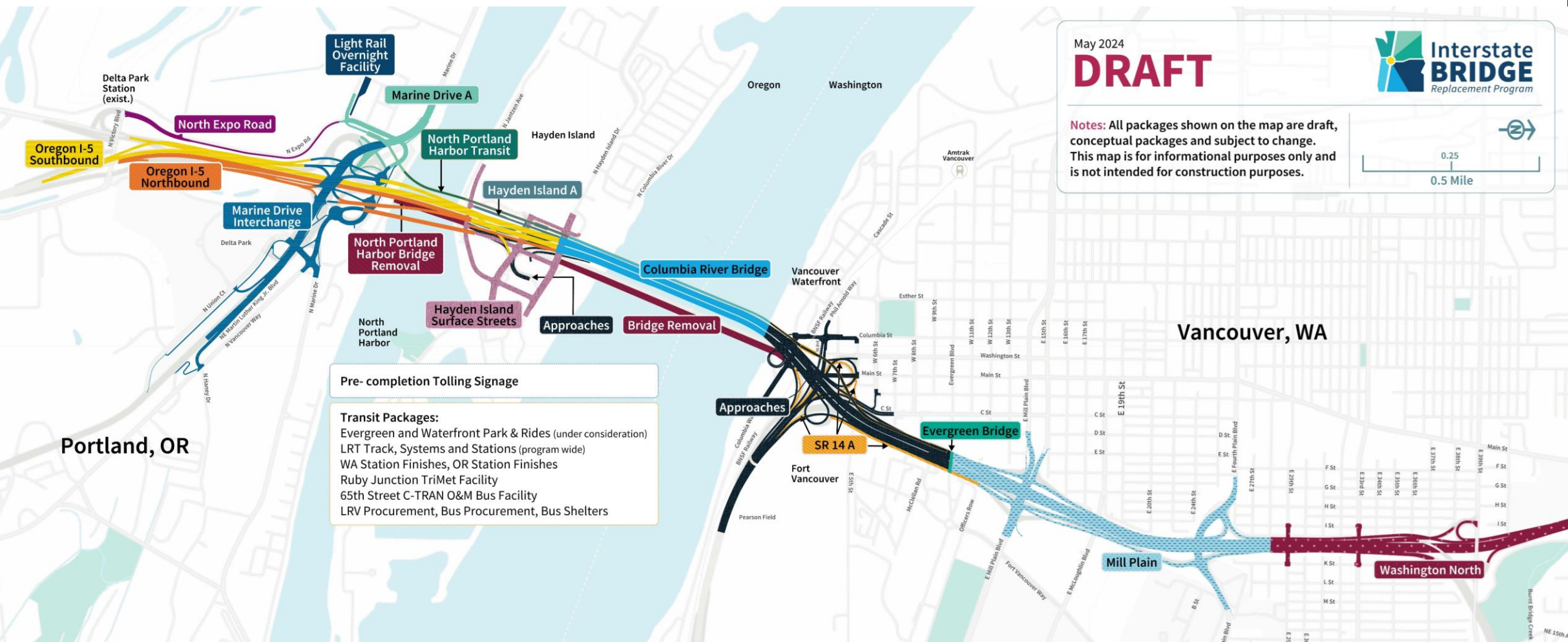
Components



Components



Consistency

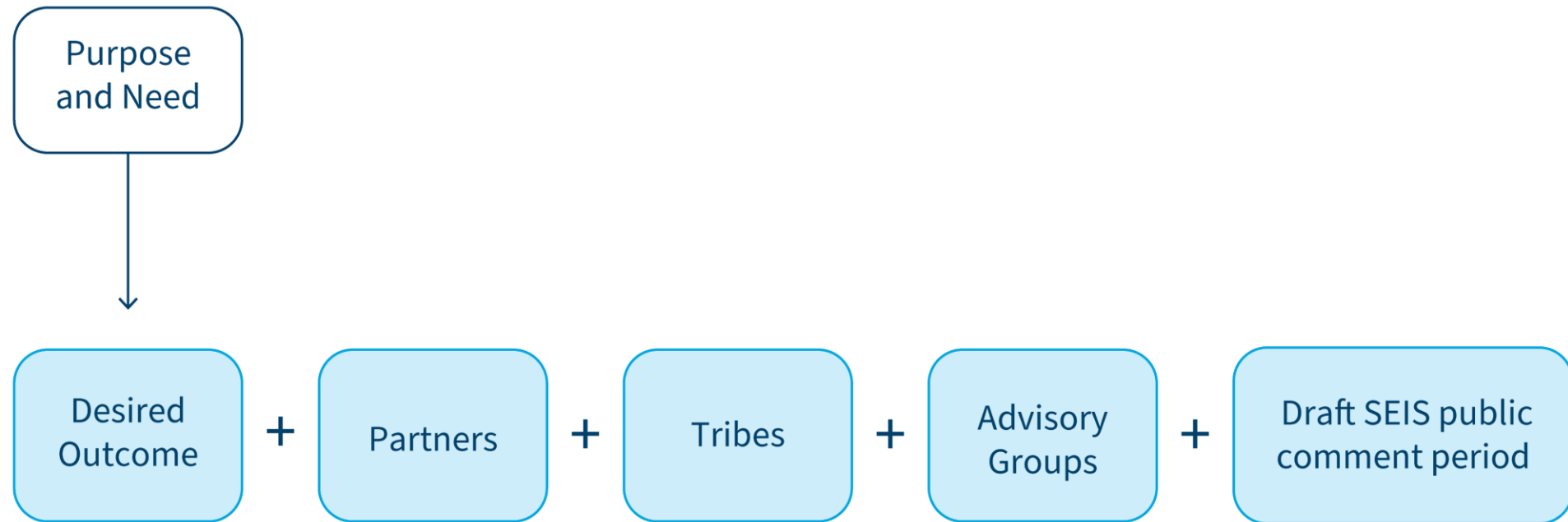




Setting the scene

Principles and Goals

Principles and Goals



Principles and Goals



Principles and Goals



View OF

Experience FROM

Identity

Knight Architects' High Speed Two Colne Valley Viaduct
Buckinghamshire, UK



View OF

Experience FROM

Clarity

Knight Architects' Kienlesbergbrücke
Ulm, Germany



View OF

Experience FROM

Response to Landscape

Knight Architects' Lilla Lidingöbron
Stockholm, Sweden



View OF

Experience FROM

Human Scale

Knight Architects' Stratford Town Centre Link
London, UK



View OF

Experience FROM

Comfort

Knight Architects' Kienlesbergbrücke
Ulm, Germany



View OF

Experience FROM
Enjoyment

Knight Architects' Merchant Square Footbridge
London, UK

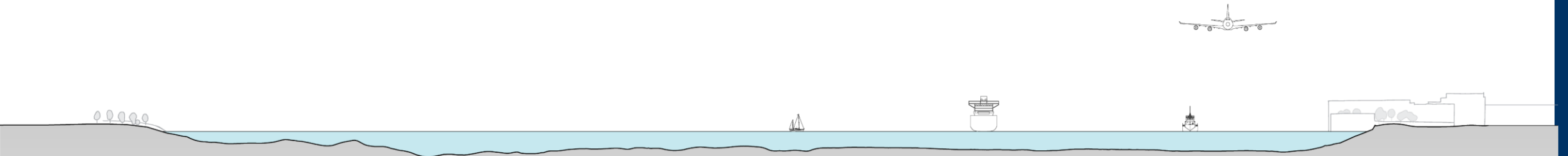




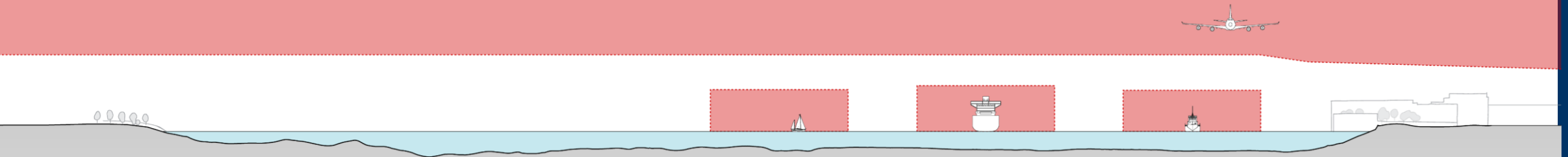
Setting the scene

Constraints and Bridge Types

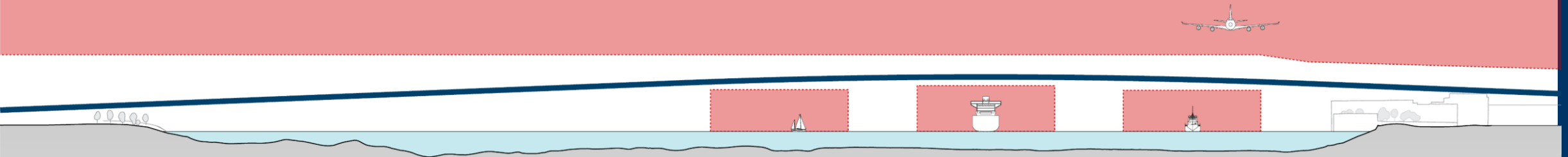
Constraints



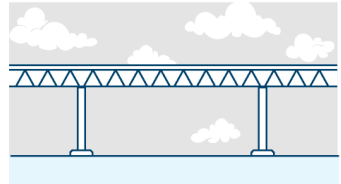
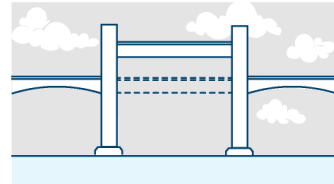
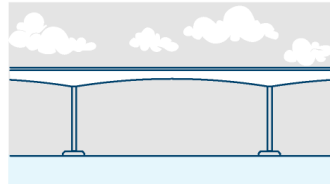
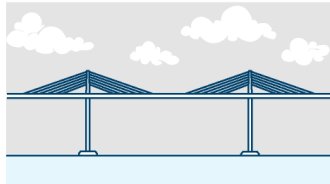
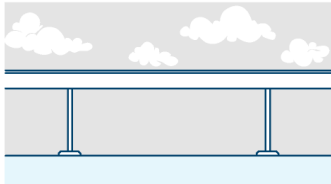
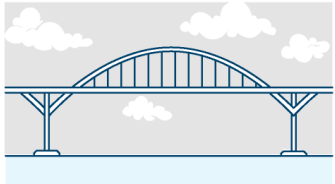
Constraints



Constraints



Bridge Types

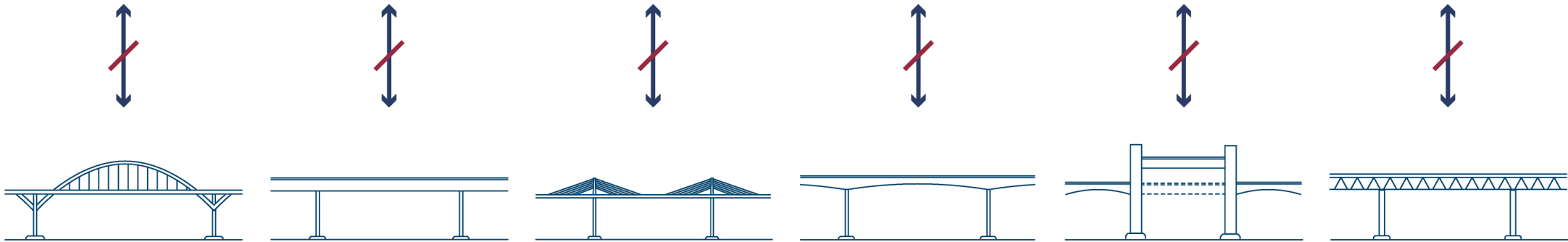


Bridge Types

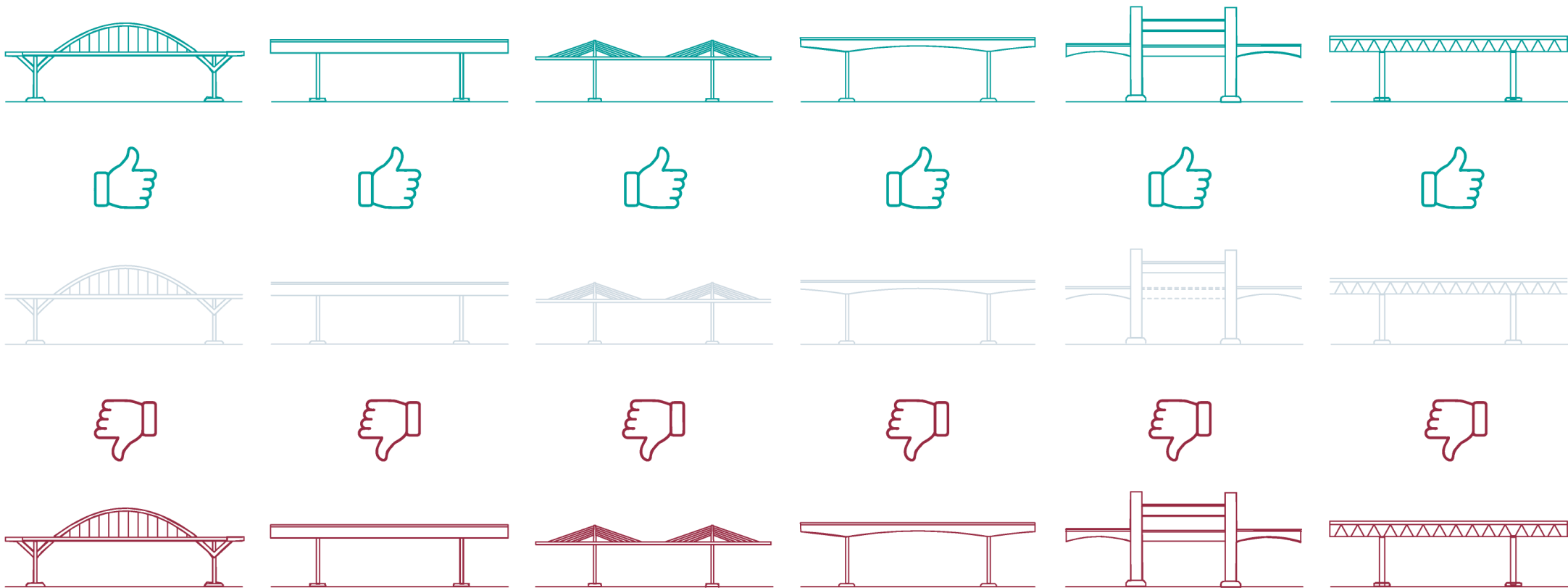


Design Envelope

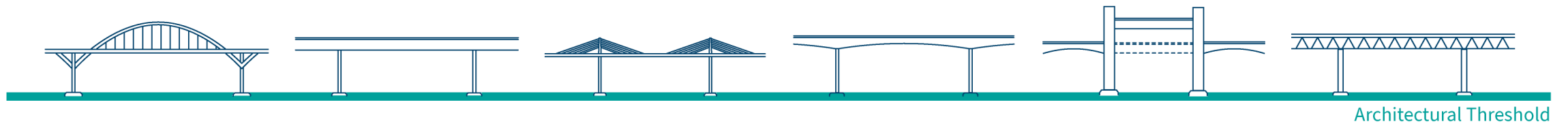
GOOD DESIGN



Design Envelope

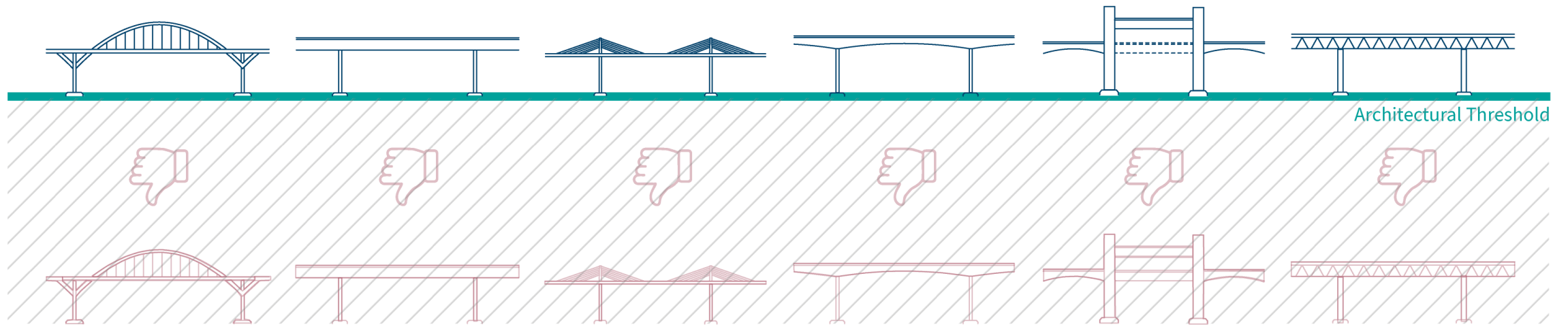


Design Envelope



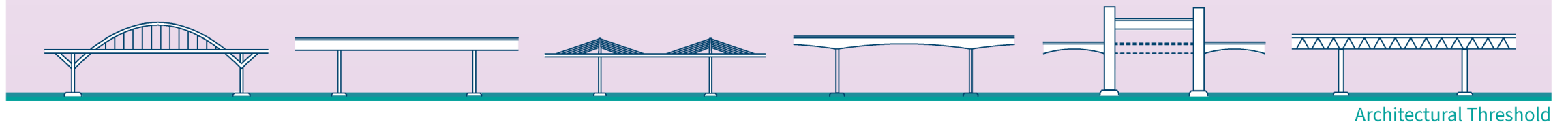
Architectural Threshold

Design Envelope



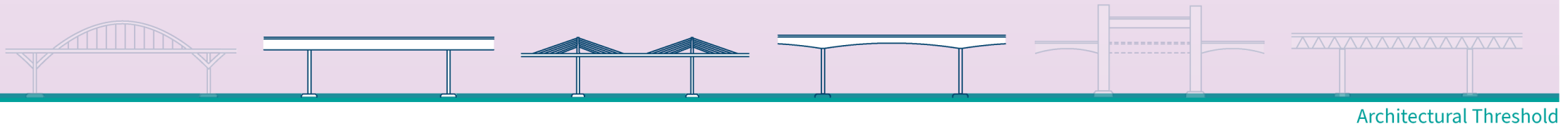
Architectural Threshold

Design Envelope



Architectural Threshold

Design Envelope



Architectural Threshold

Design Envelope





How do we get to good design for IBR?

Design Process

A Three Step Process



Why?
Who?

1.



How?

2.



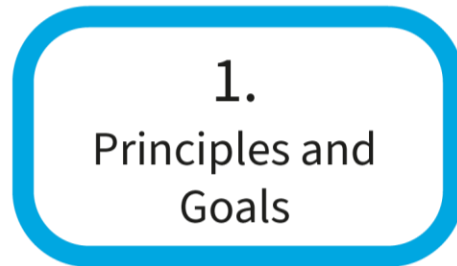
What?

3.

A Three Step Process



Why?
Who?



How?

2.

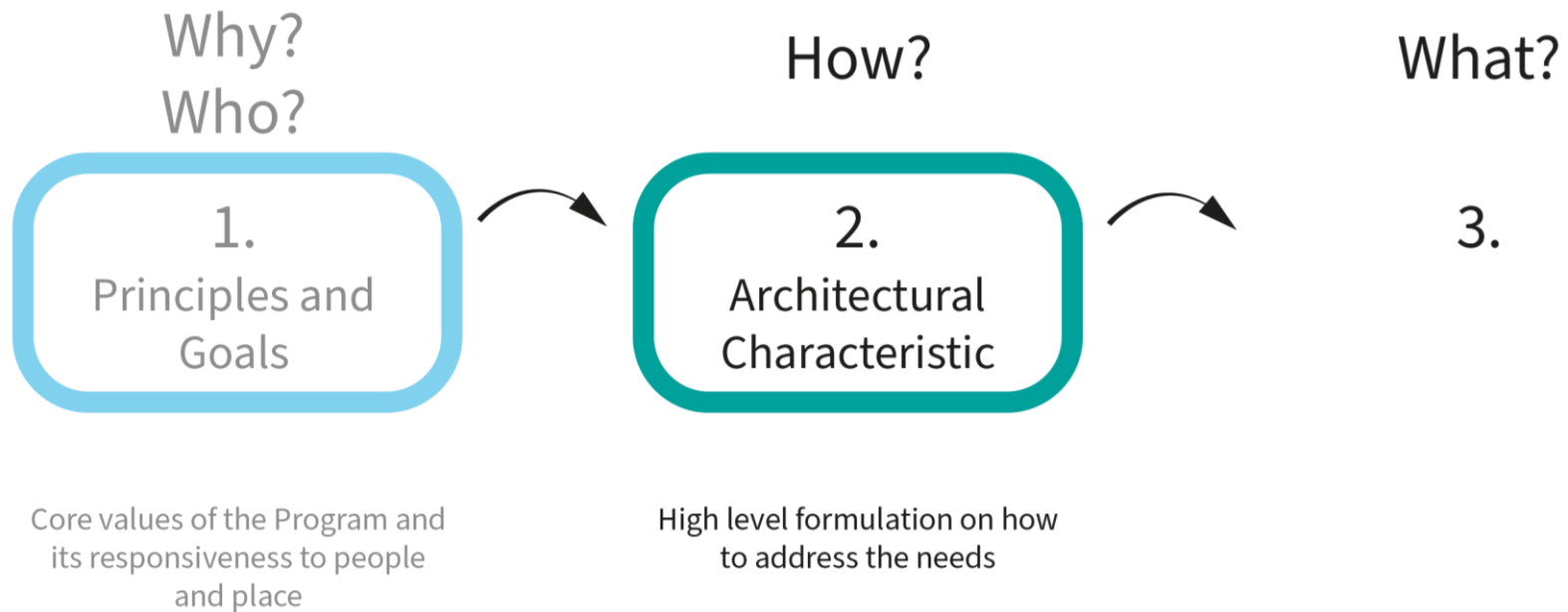


What?

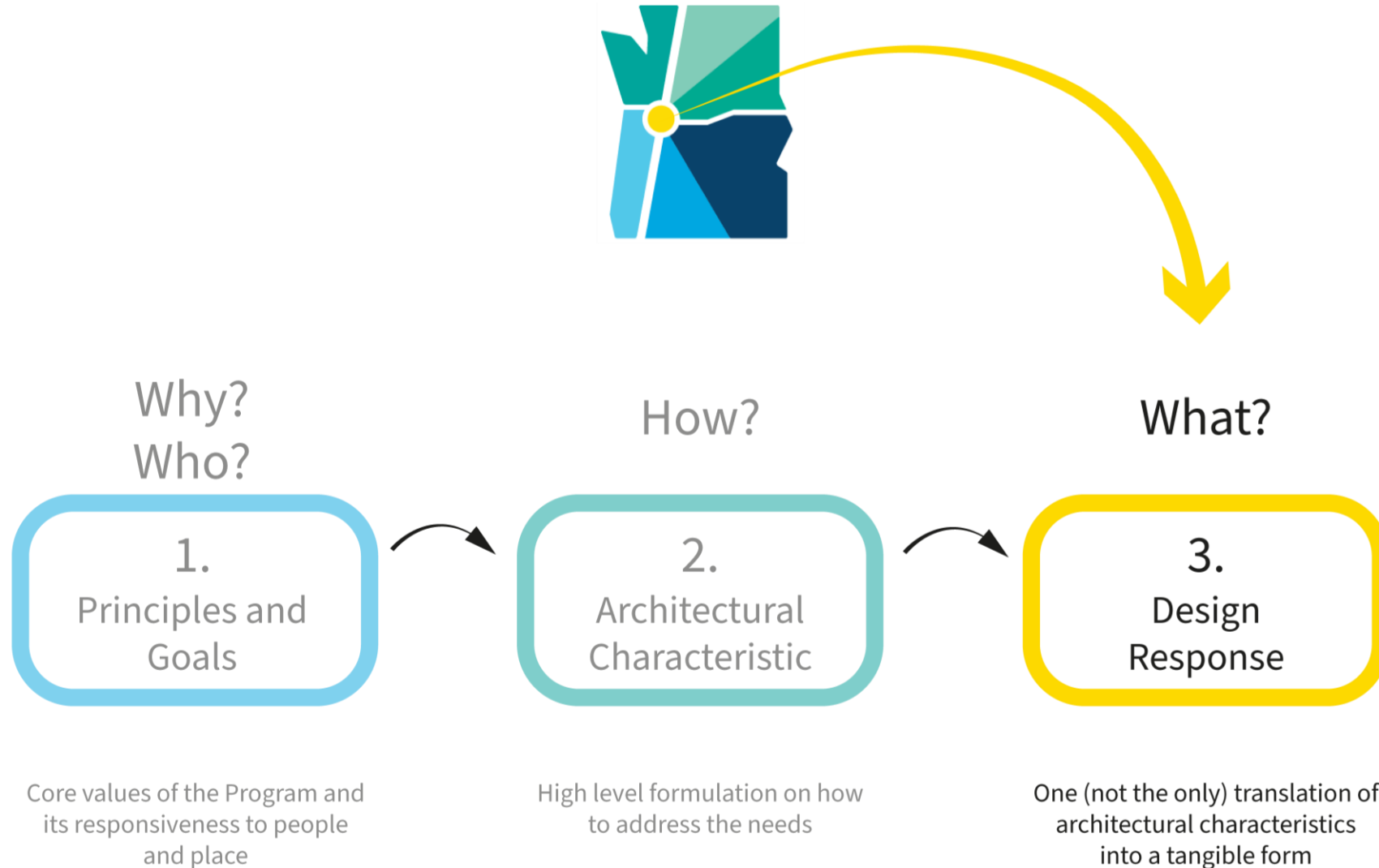
3.

Core values of the Program and
its responsiveness to people
and place

A Three Step Process



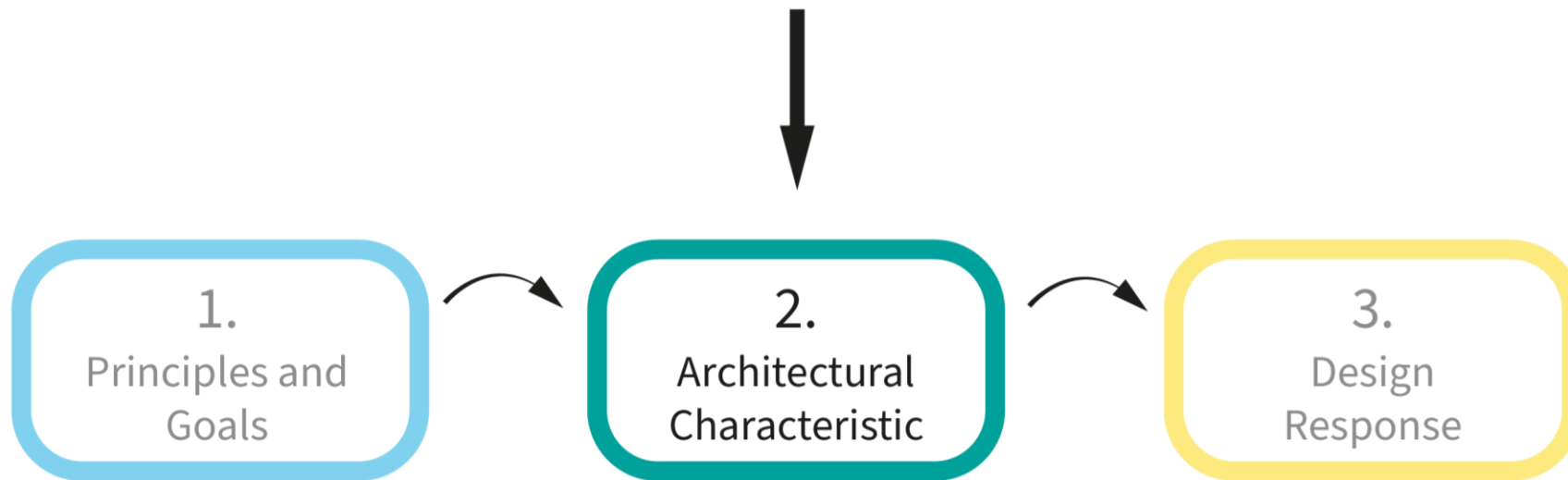
A Three Step Process



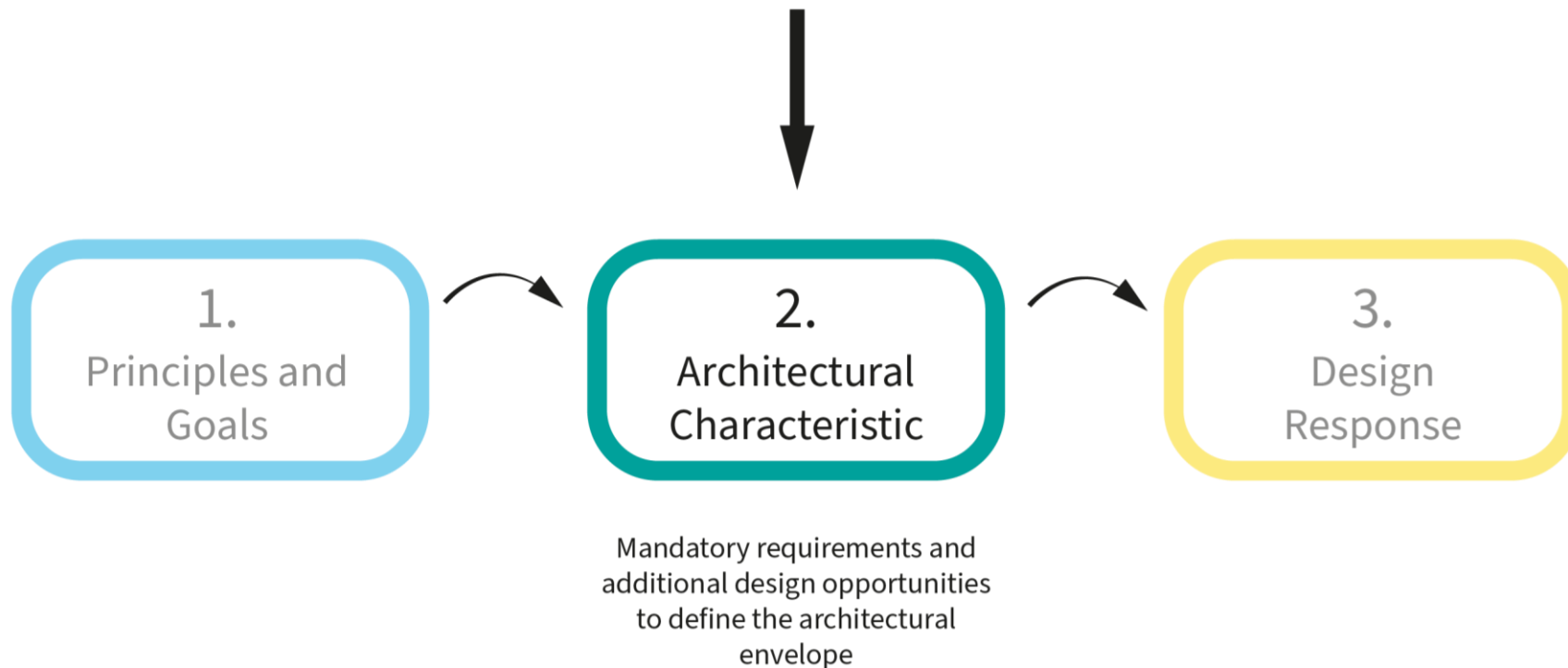
A Three Step Process



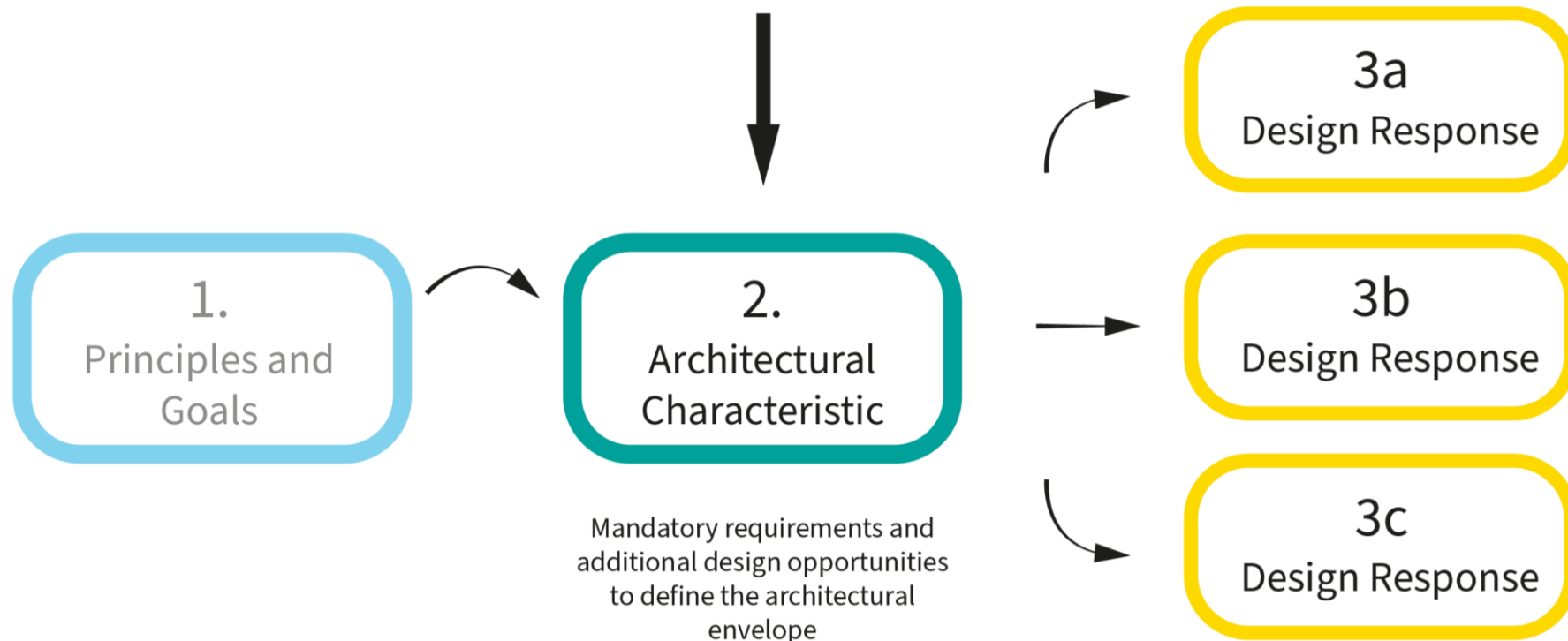
A Three Step Process



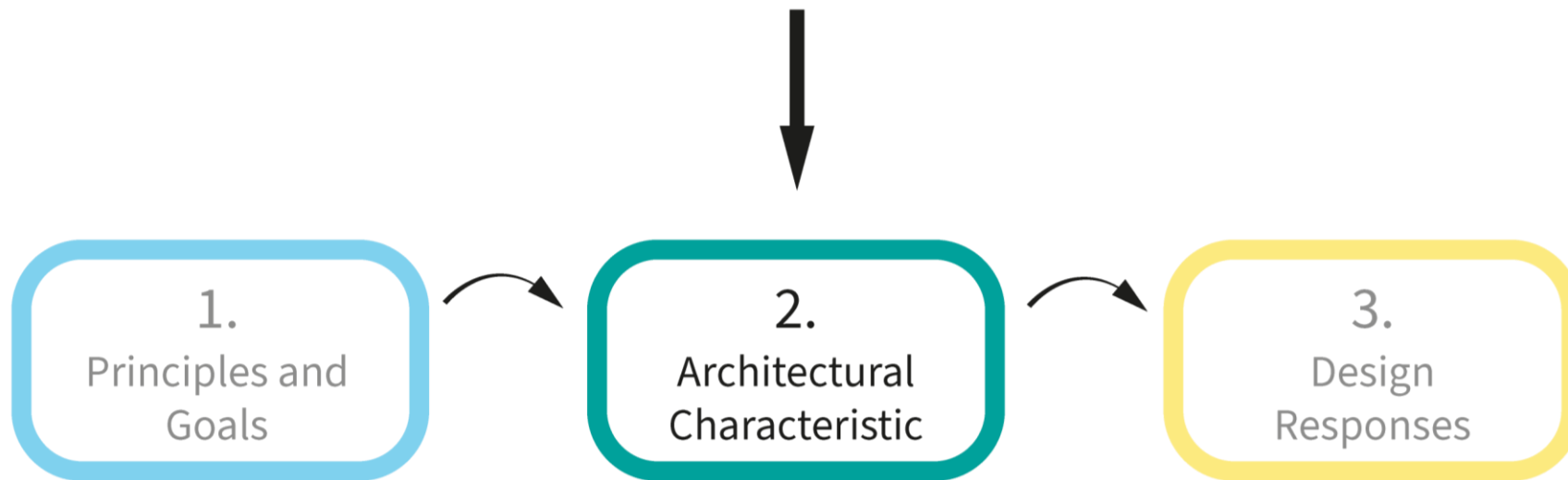
A Three Step Process



A Three Step Process

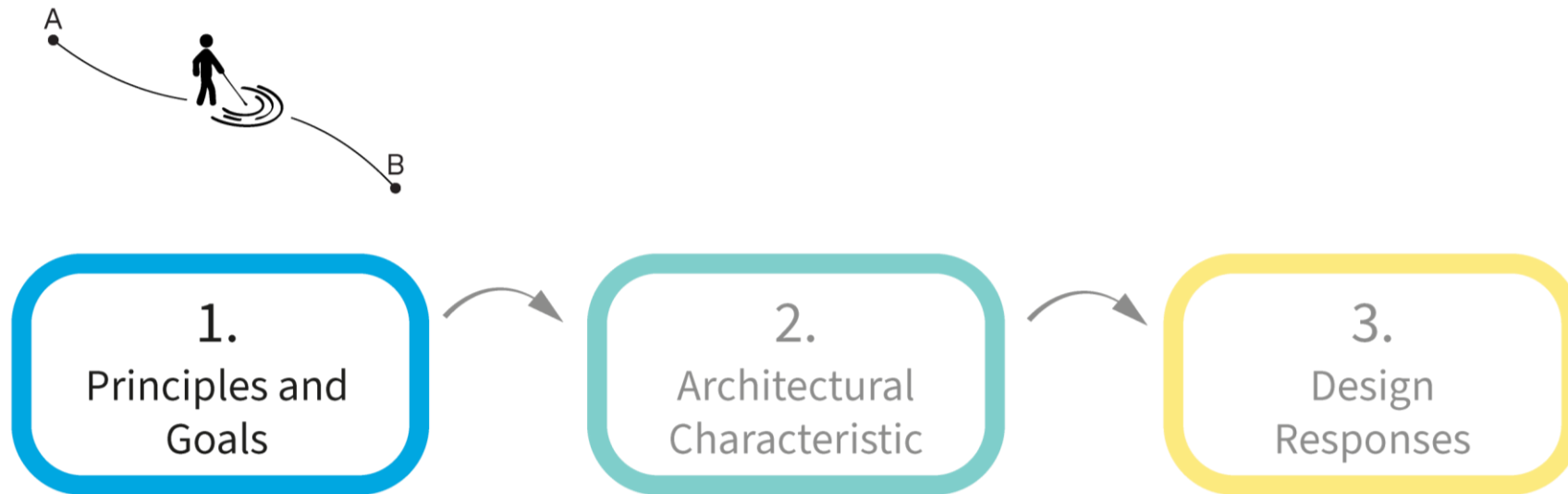


A Three Step Process



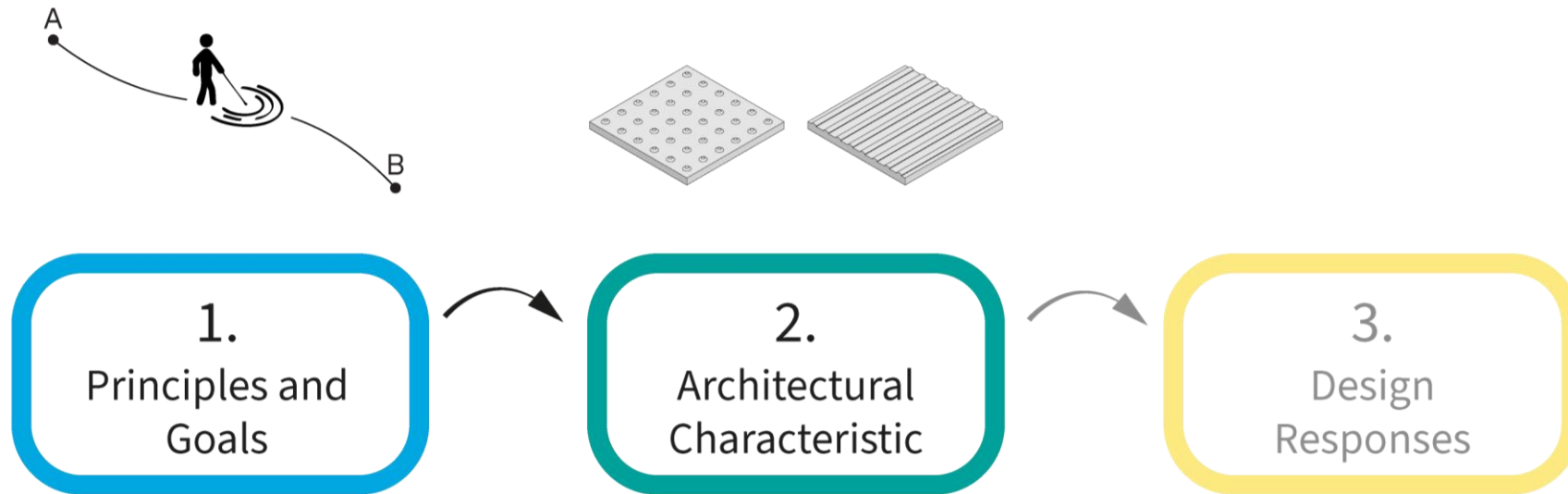
A Three Step Process – example

Tactile Paving



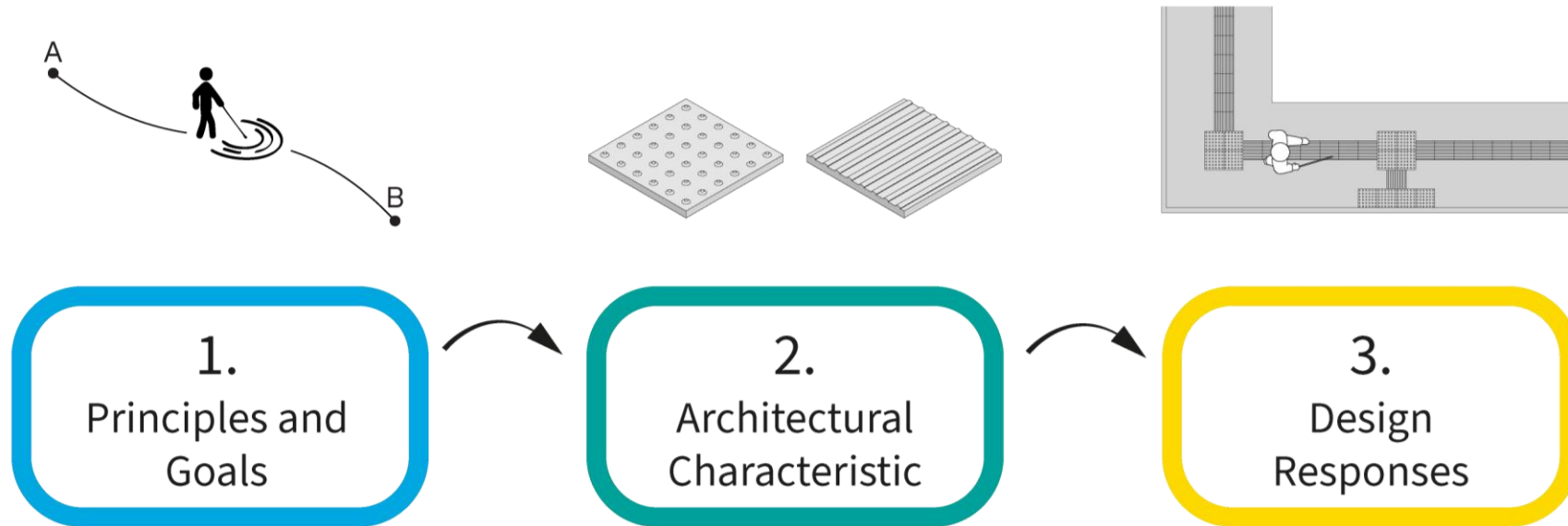
A Three Step Process – example

Tactile Paving



A Three Step Process – example

Tactile Paving





Questions

1. How does the current bridge contribute to or detract from the overall visual character of the riverfront and surrounding areas?
2. What would make you think 'that's our bridge'? (Rather than that's just another bridge)
3. When using the current bridge, what aspects of its design most influence your feeling of comfort or safety? What would encourage you to use the bridge by walking biking or rolling more?



Main Crossing

Design Process

View OF Experience FROM

View OF Experience FROM

1. Principles and Goals

2. Architectural Characteristics

3. Design Response

View OF

Experience FROM

Identity:

As a prominent and vital connection across the Columbia River, the bridge should have a clear identity to make it recognizable and memorable.

View OF

Experience FROM

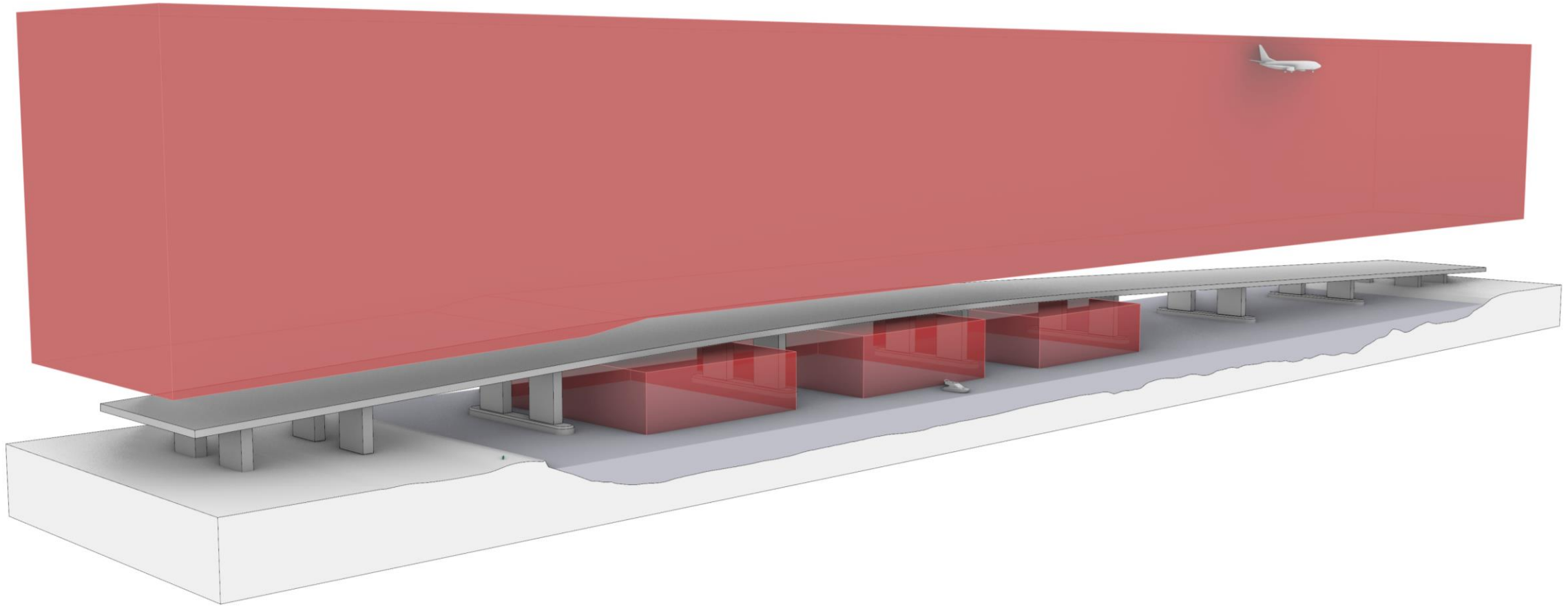


1. Principles and Goals

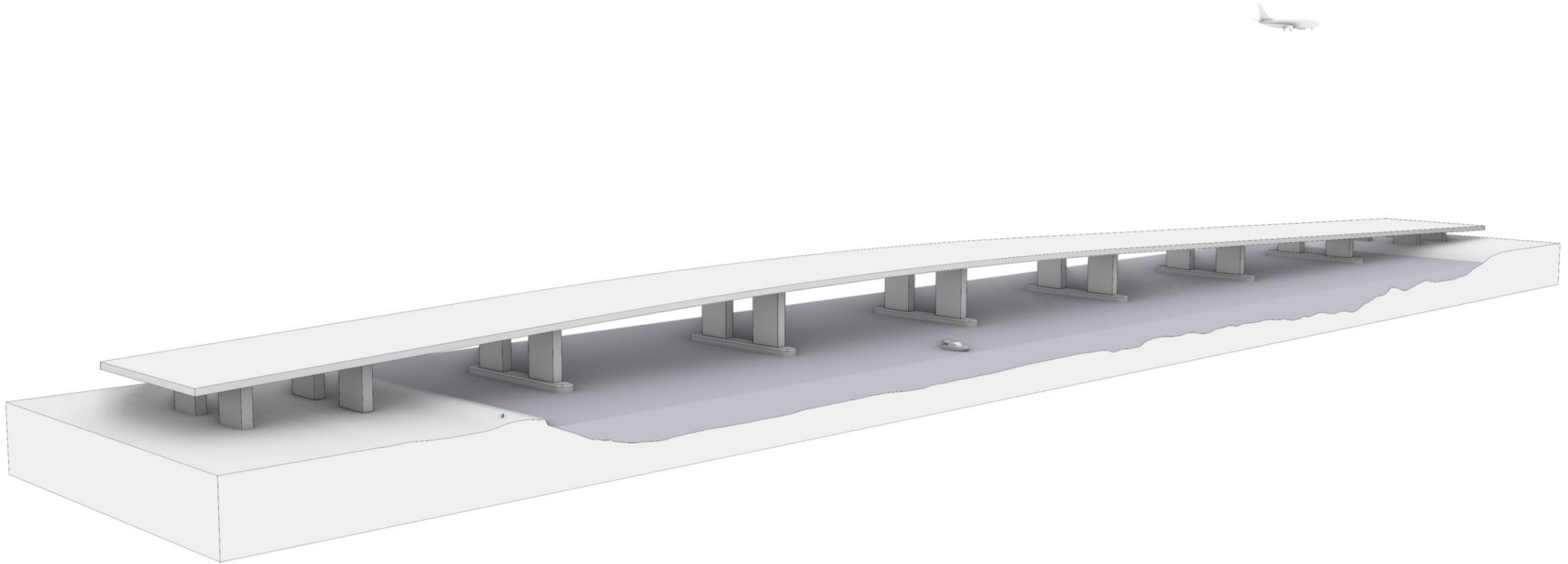
2. Architectural Characteristics

3. Design Response

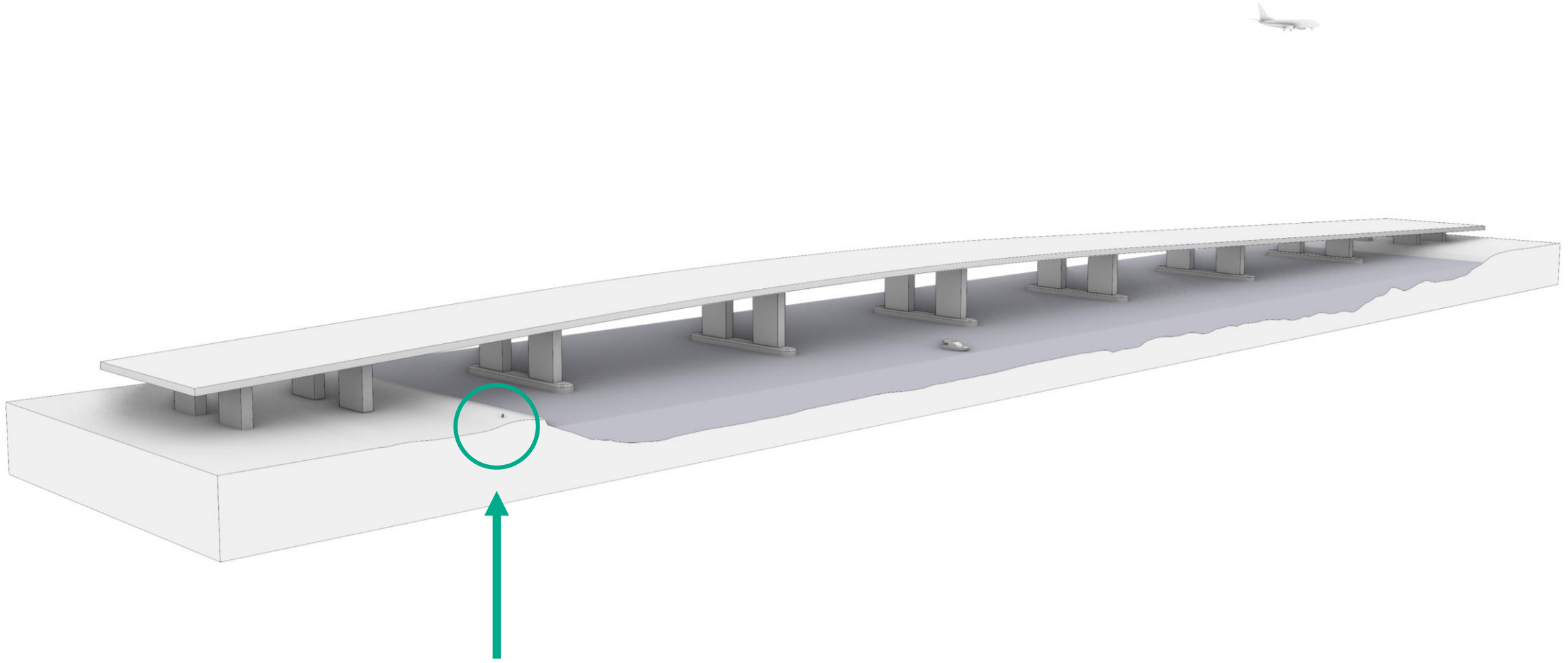
Responding to constraints and settings



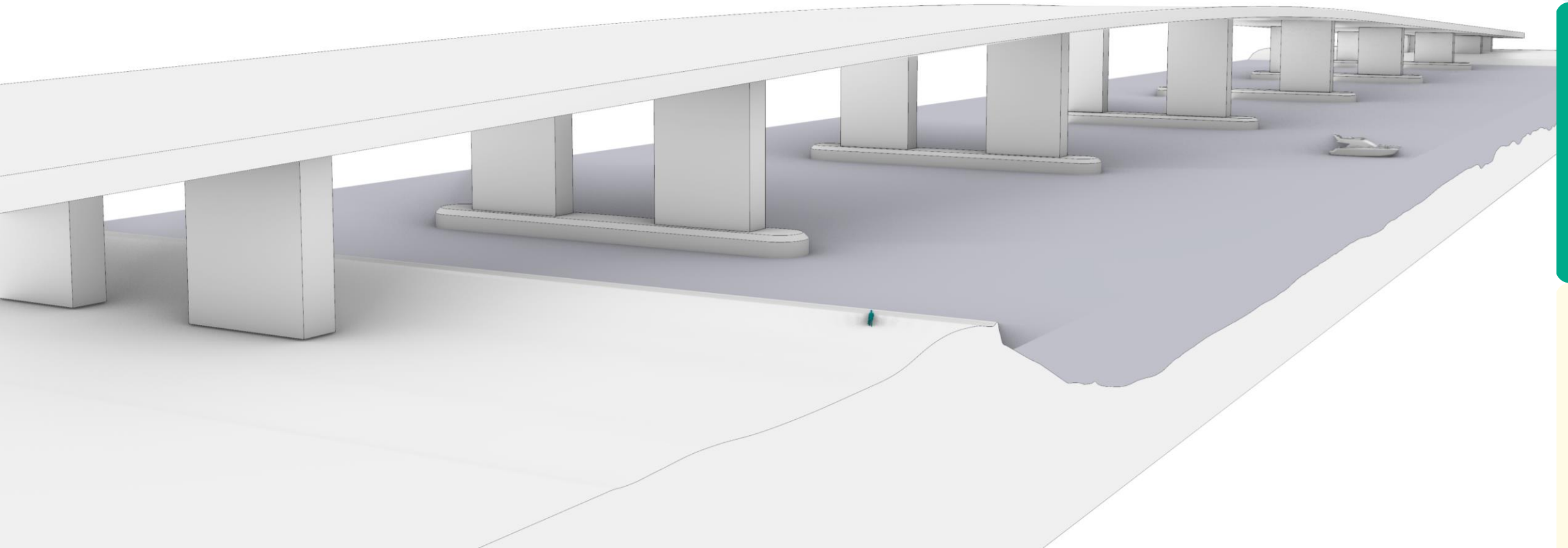
Responding to constraints and settings



Responding to constraints and settings



Responding to constraints and settings

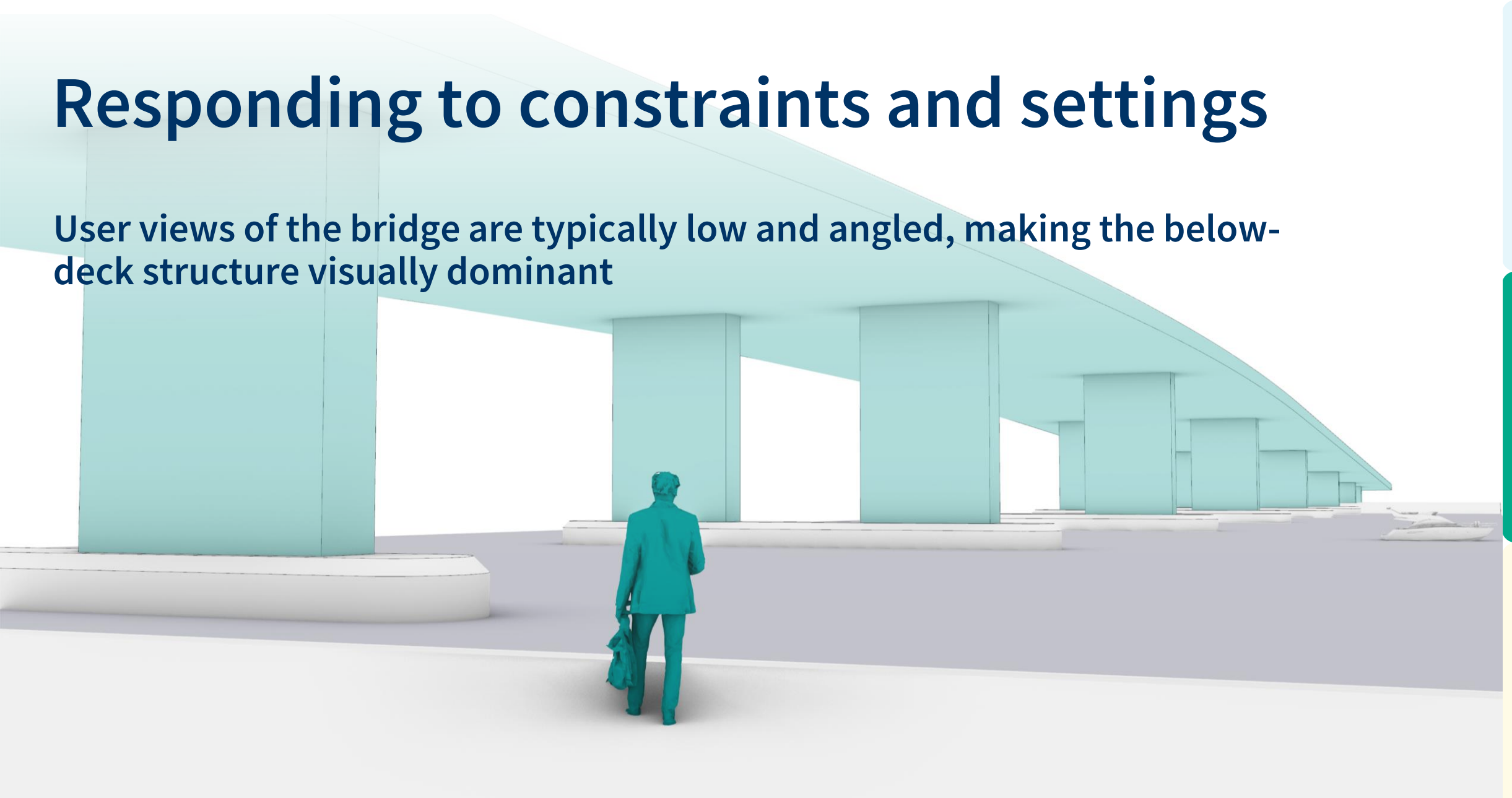


Responding to constraints and settings



Responding to constraints and settings

User views of the bridge are typically low and angled, making the below-deck structure visually dominant



Below-deck Structure as Identity Tool

The Main Crossing underside of the bridge is a key design priority. Piers, soffit, and edges will be used as primary tools to establish its unique identity.

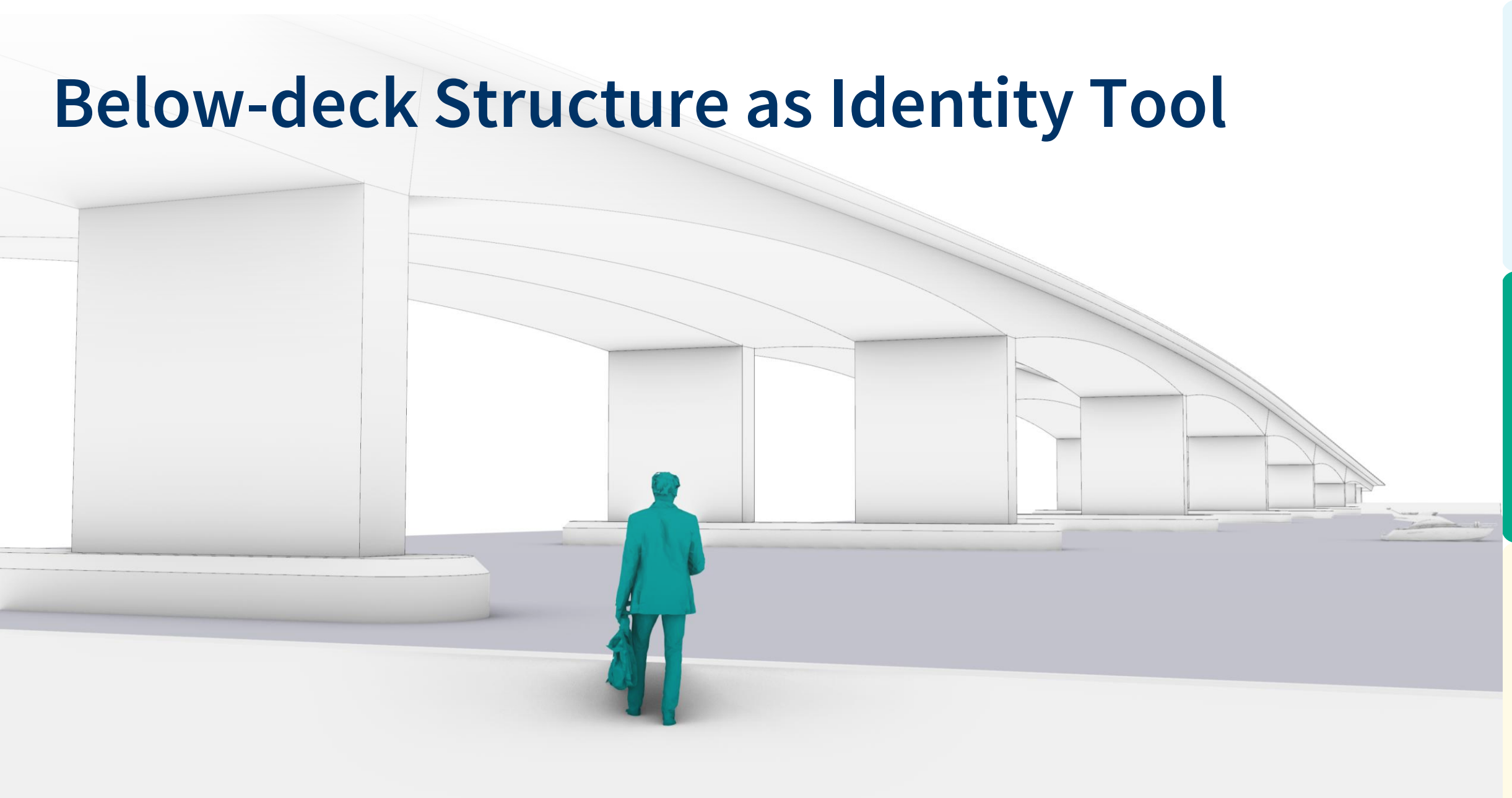
Below-deck Structure as Identity Tool



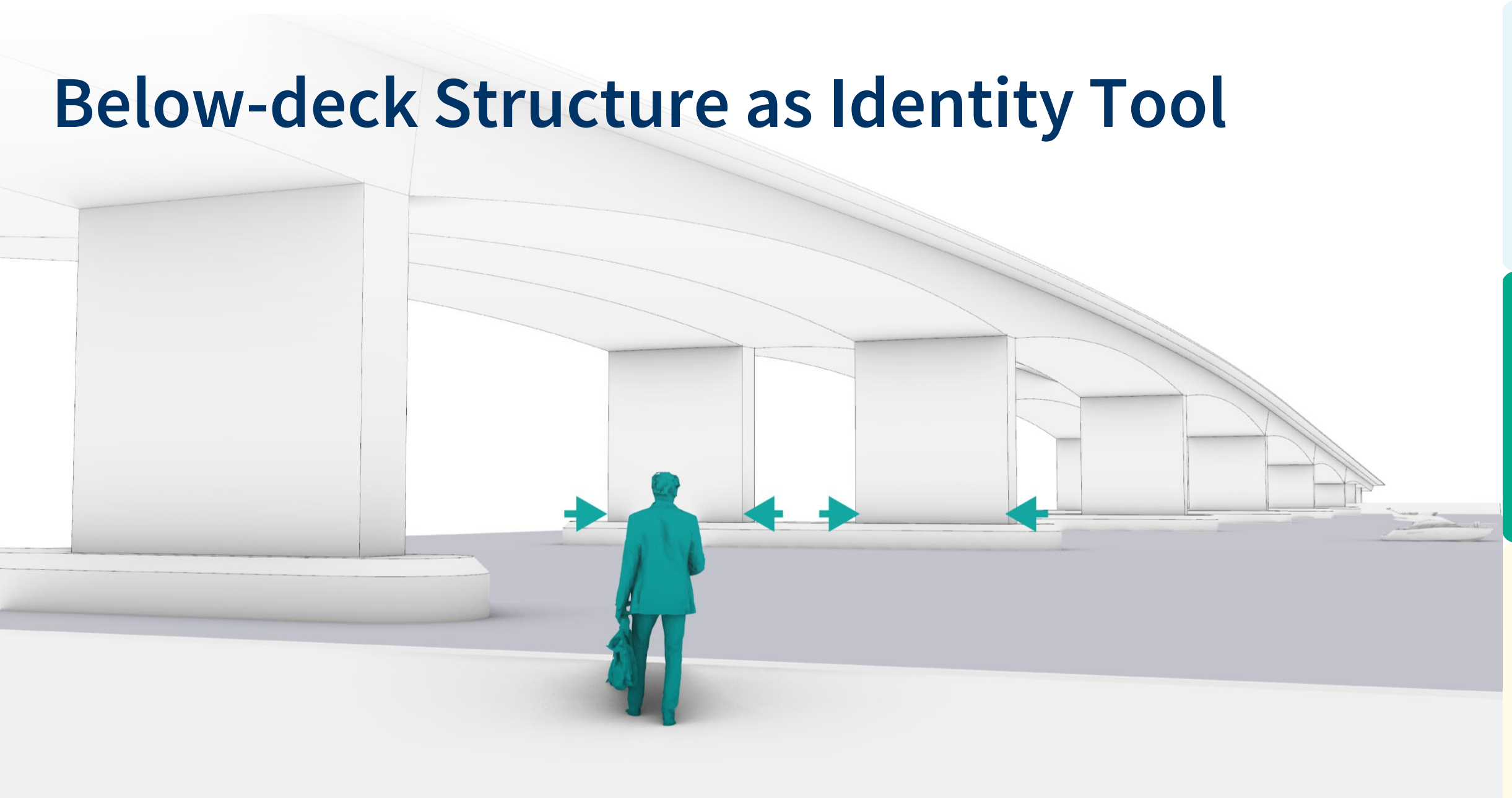
Below-deck Structure as Identity Tool



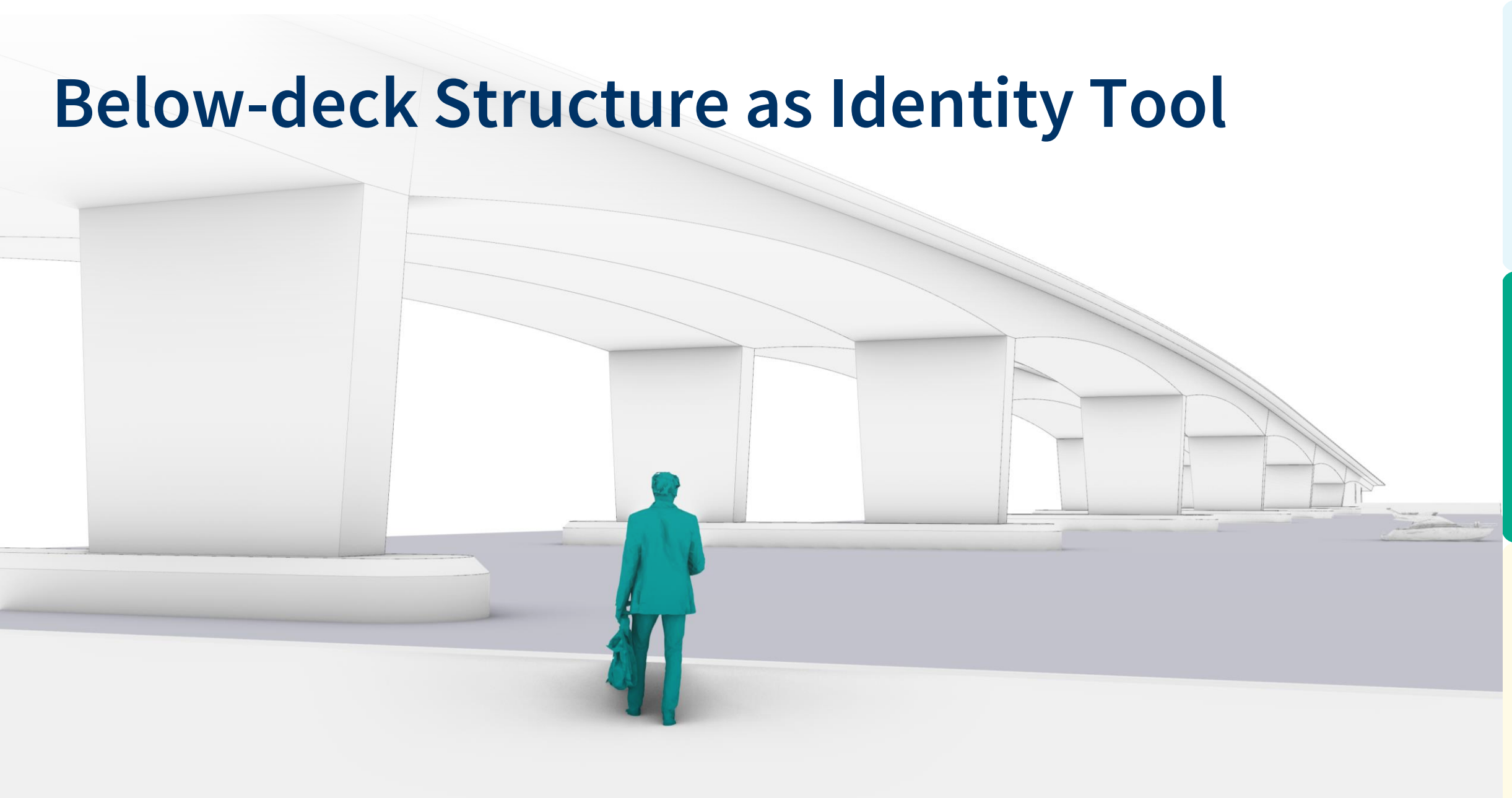
Below-deck Structure as Identity Tool



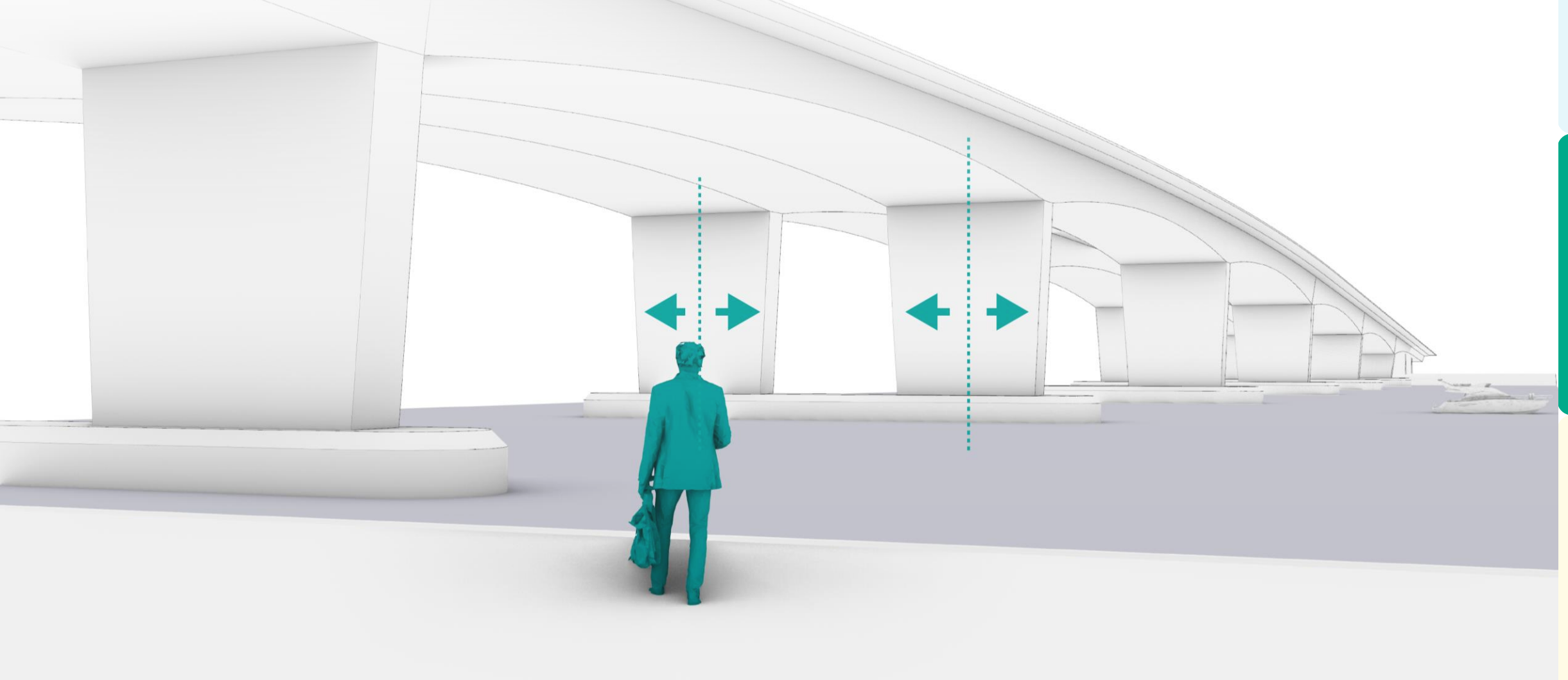
Below-deck Structure as Identity Tool



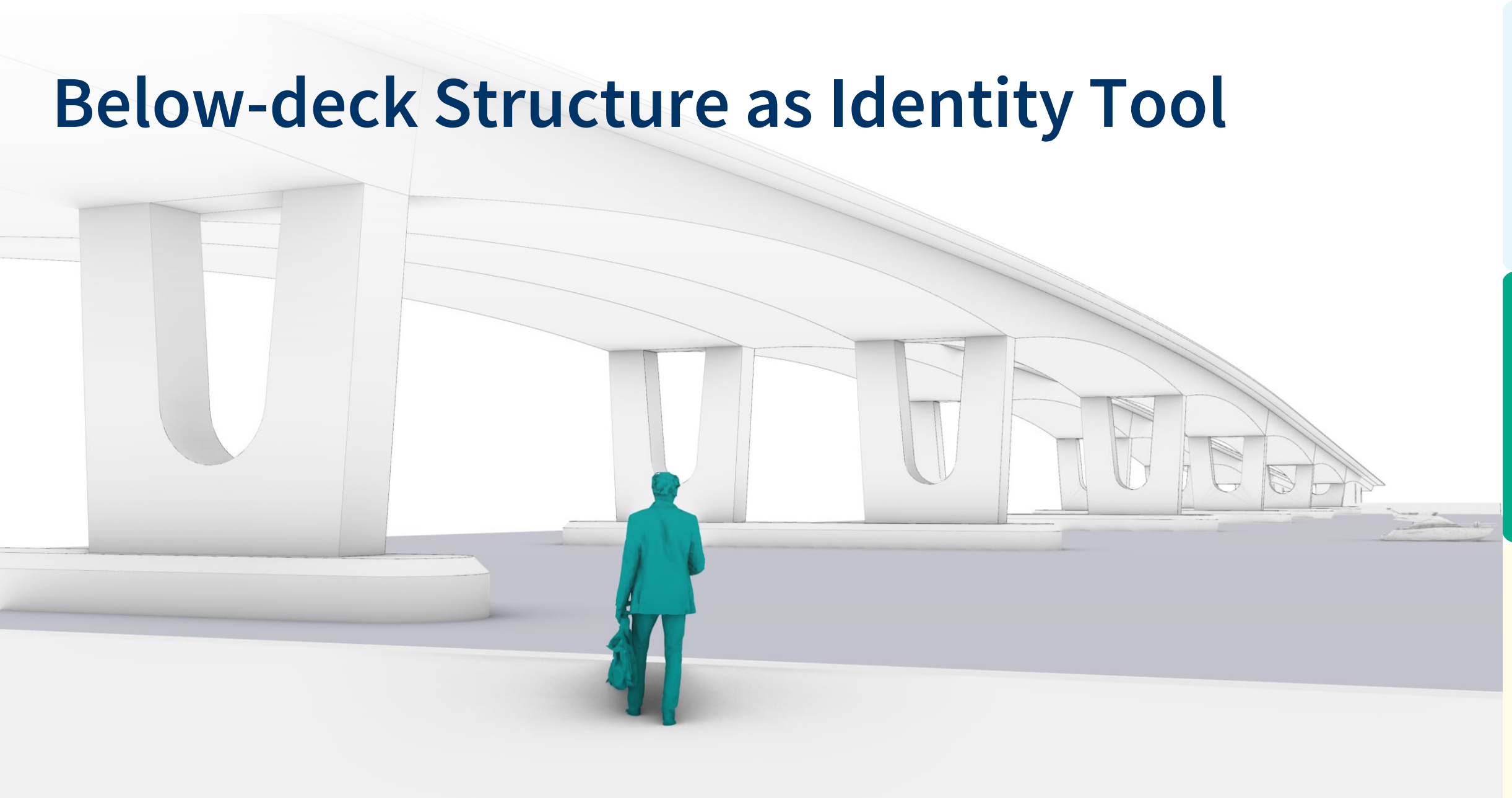
Below-deck Structure as Identity Tool



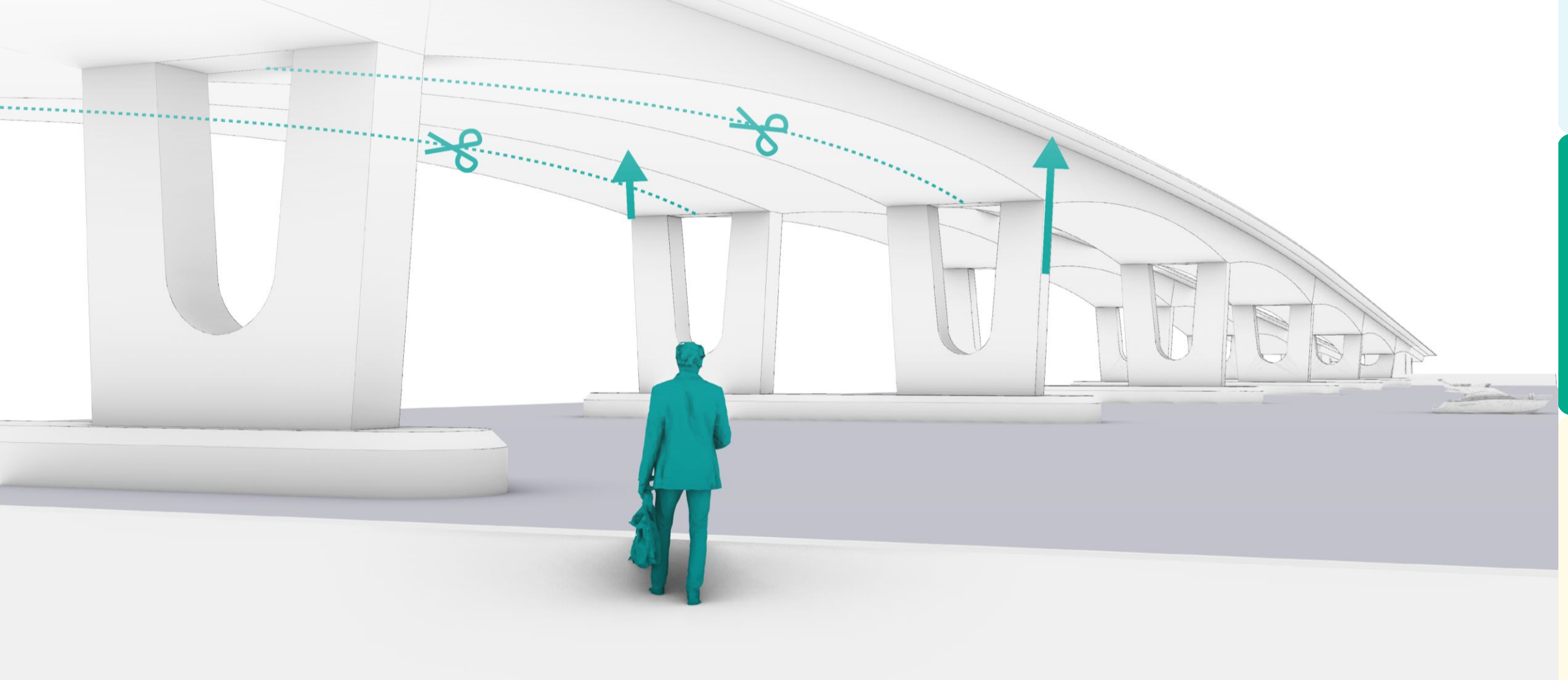
Below-deck Structure as Identity Tool



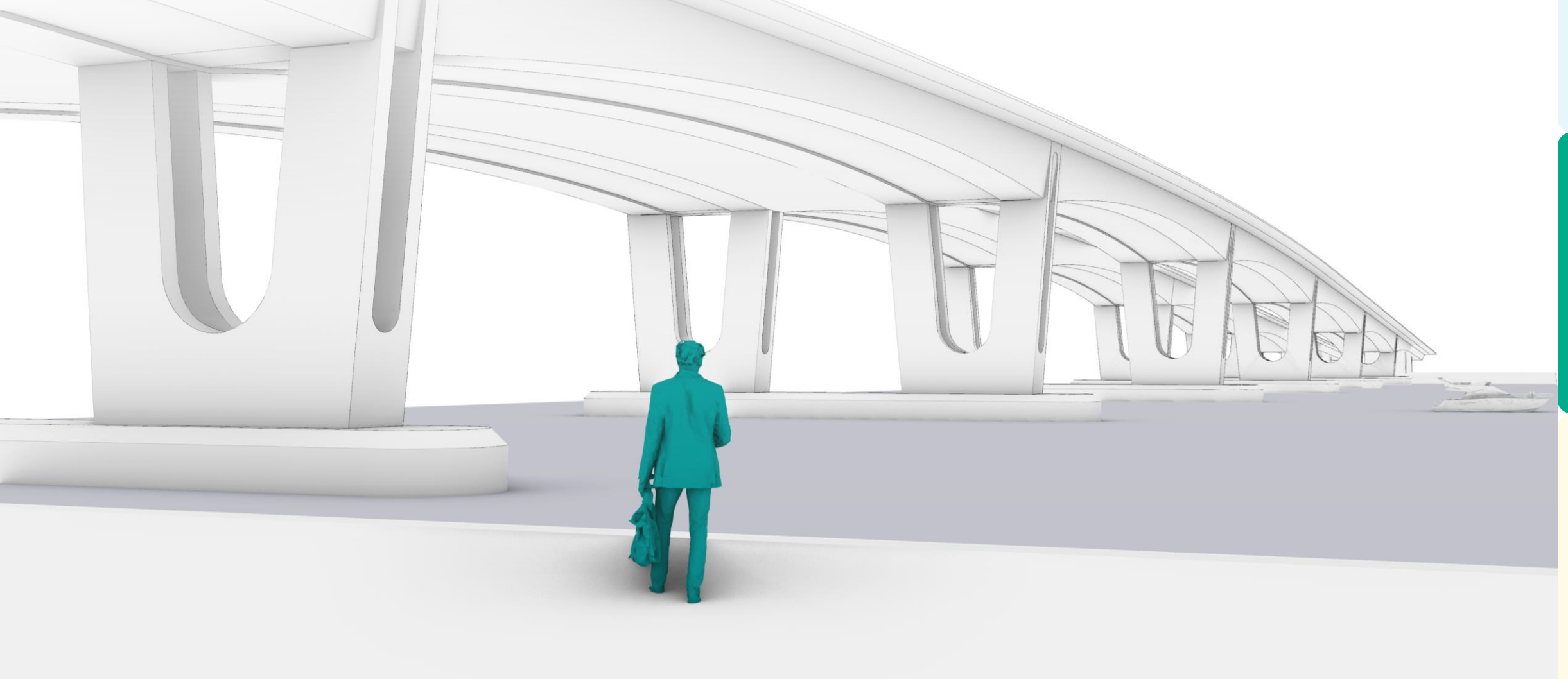
Below-deck Structure as Identity Tool



Below-deck Structure as Identity Tool



Below-deck Structure as Identity Tool





Note: this graphic is intended to provide an example of possible architectural elements; it does not depict final design and is not intended for construction for the IBR Program.



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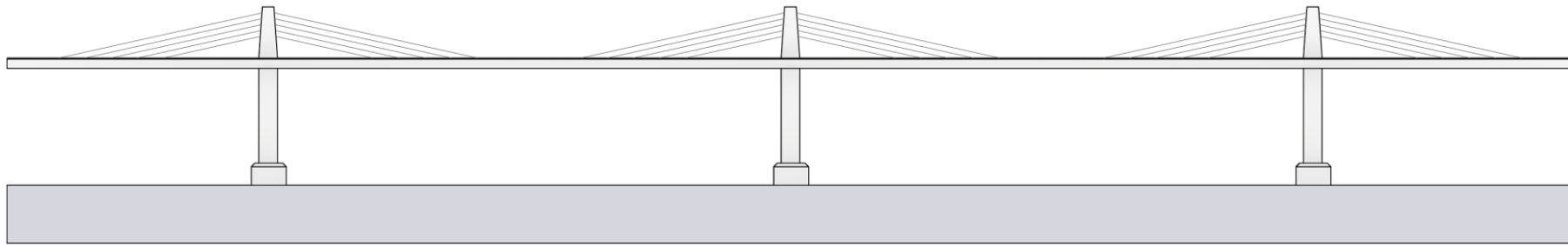
View OF

Experience FROM

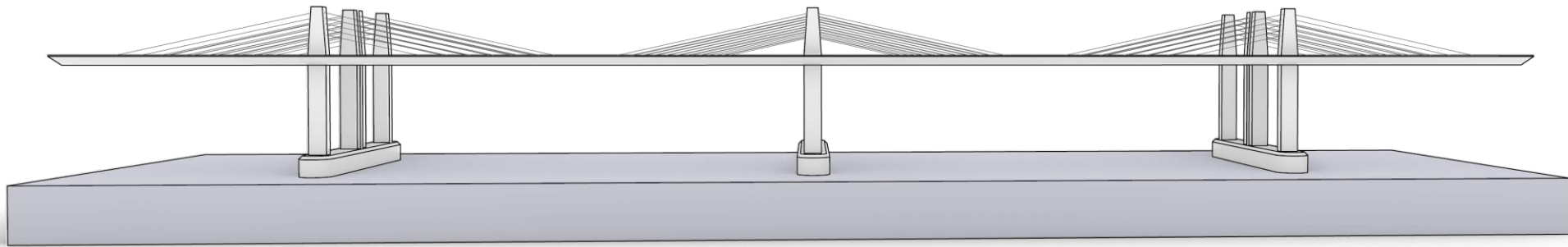
Clarity:

The Main Crossing must be visually legible from all angles to encourage use and to be a positive addition to the area

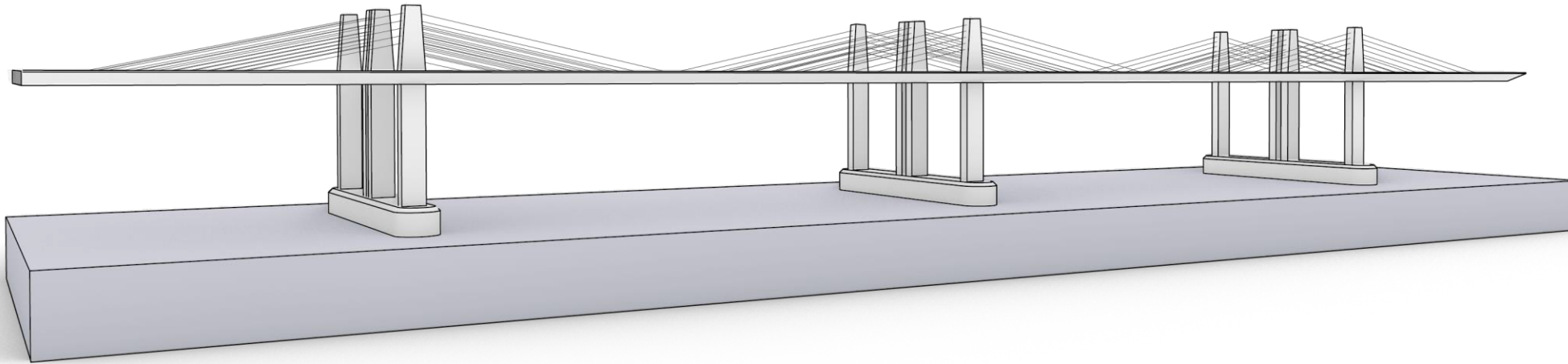
Common Viewpoints



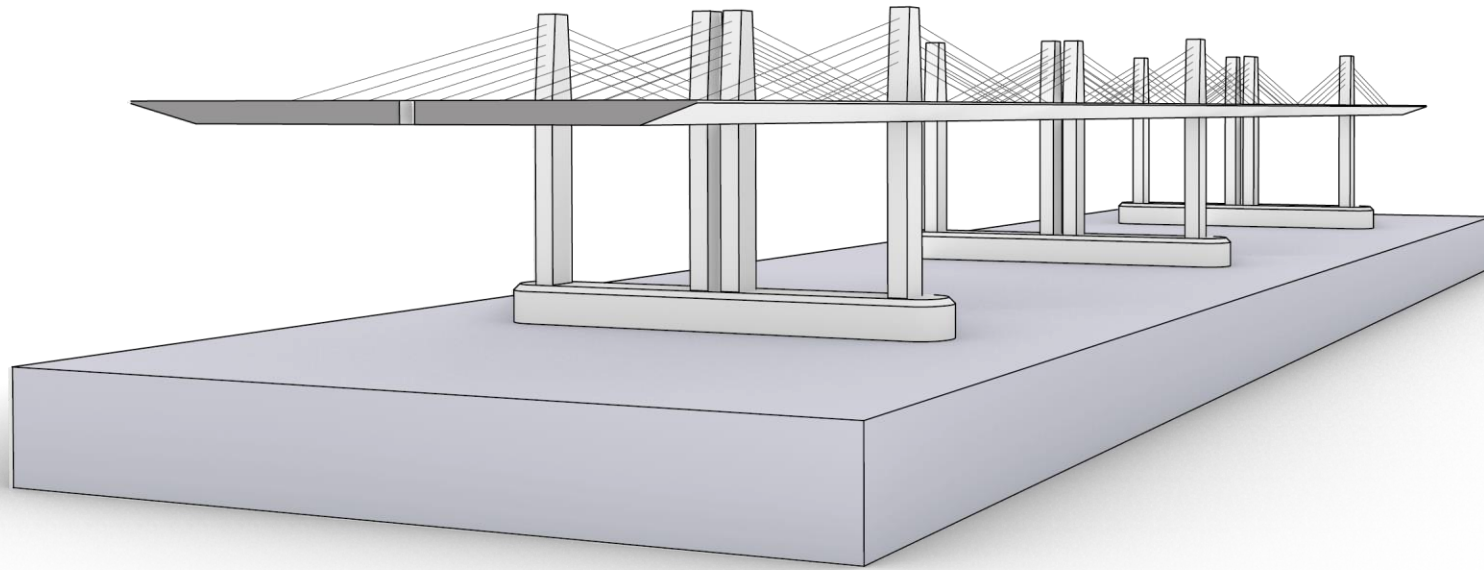
Common Viewpoints



Common Viewpoints



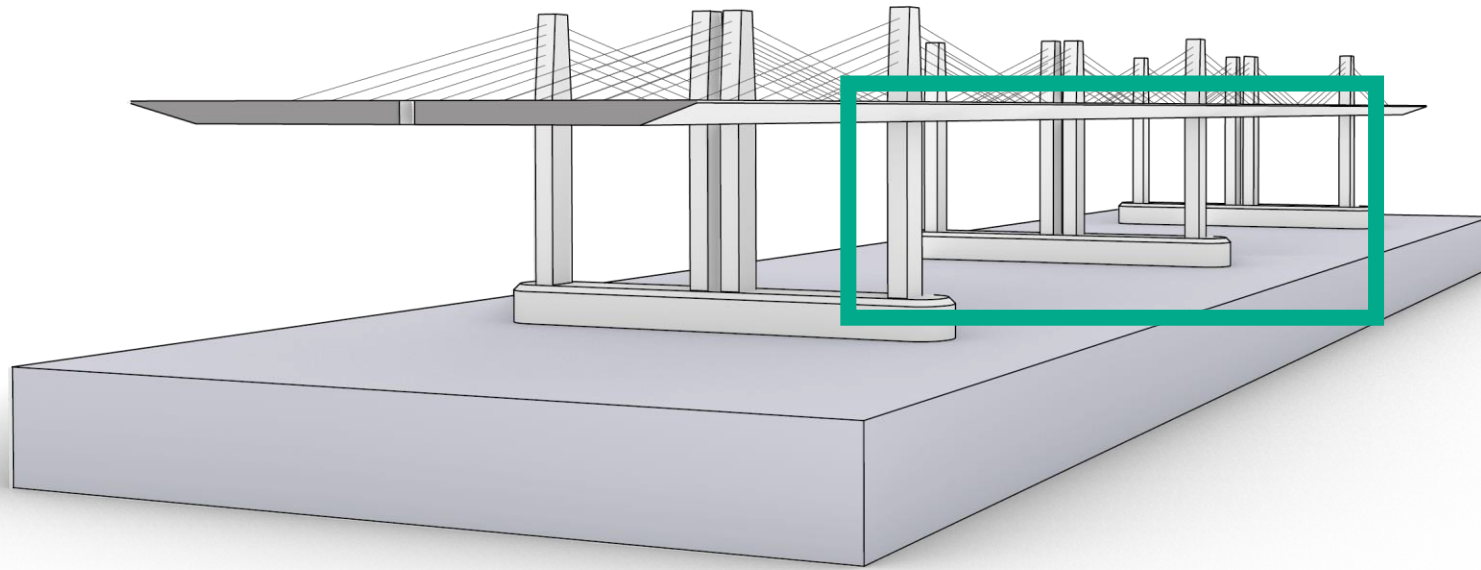
Common Viewpoints



Common Viewpoints

Typical viewpoints offer oblique and below-level perspectives, requiring the bridge to be visually coherent in both cross-section and elevation

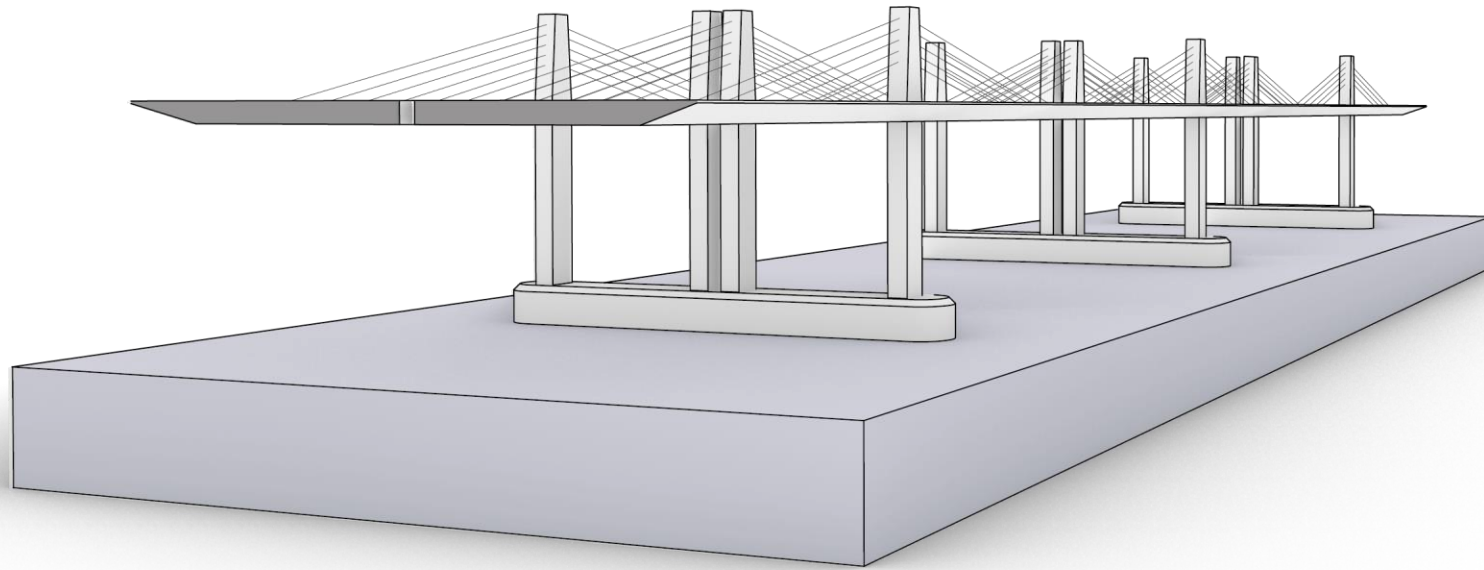
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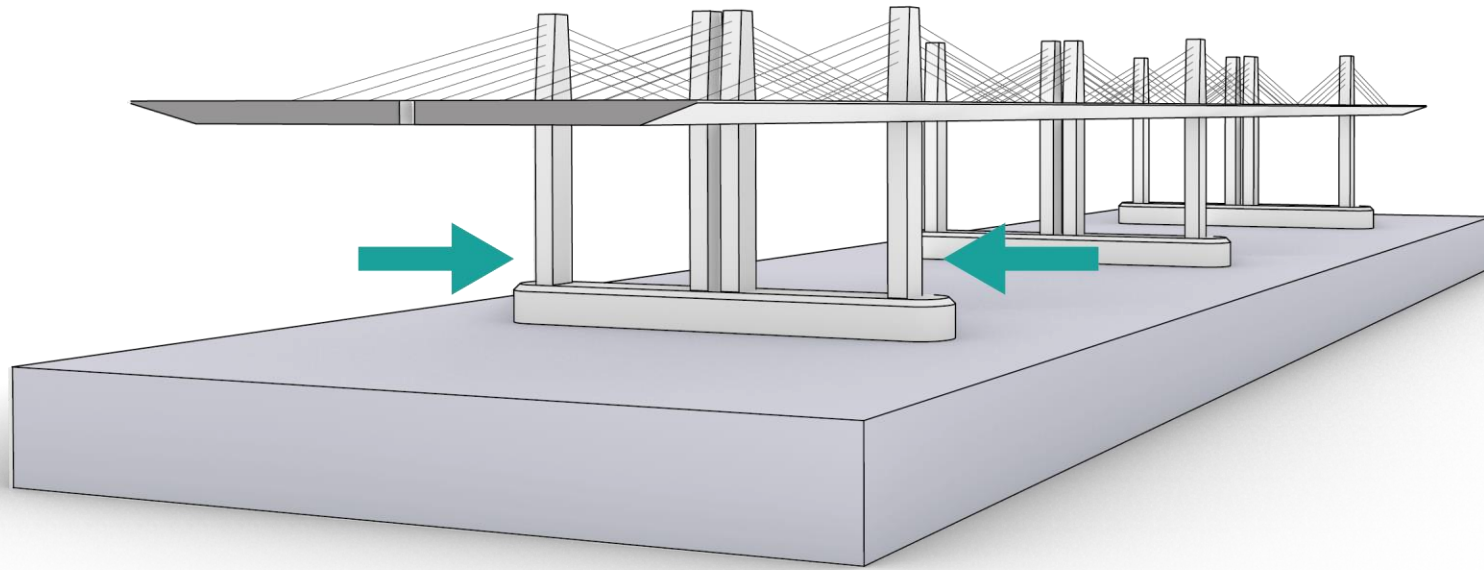
Grouping Piers

To prevent a "forest of piers" effect, piers must be grouped. This approach ensures their axial relationship remains clear, even when viewed from an angle.

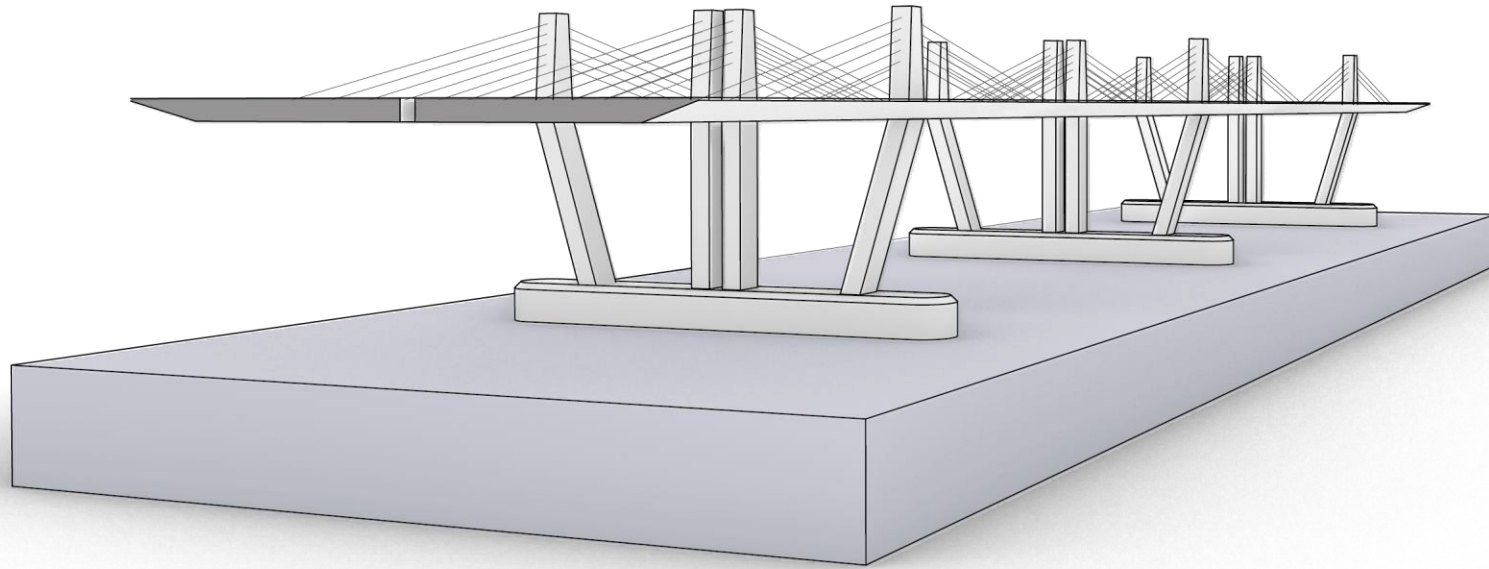
Grouping Piers



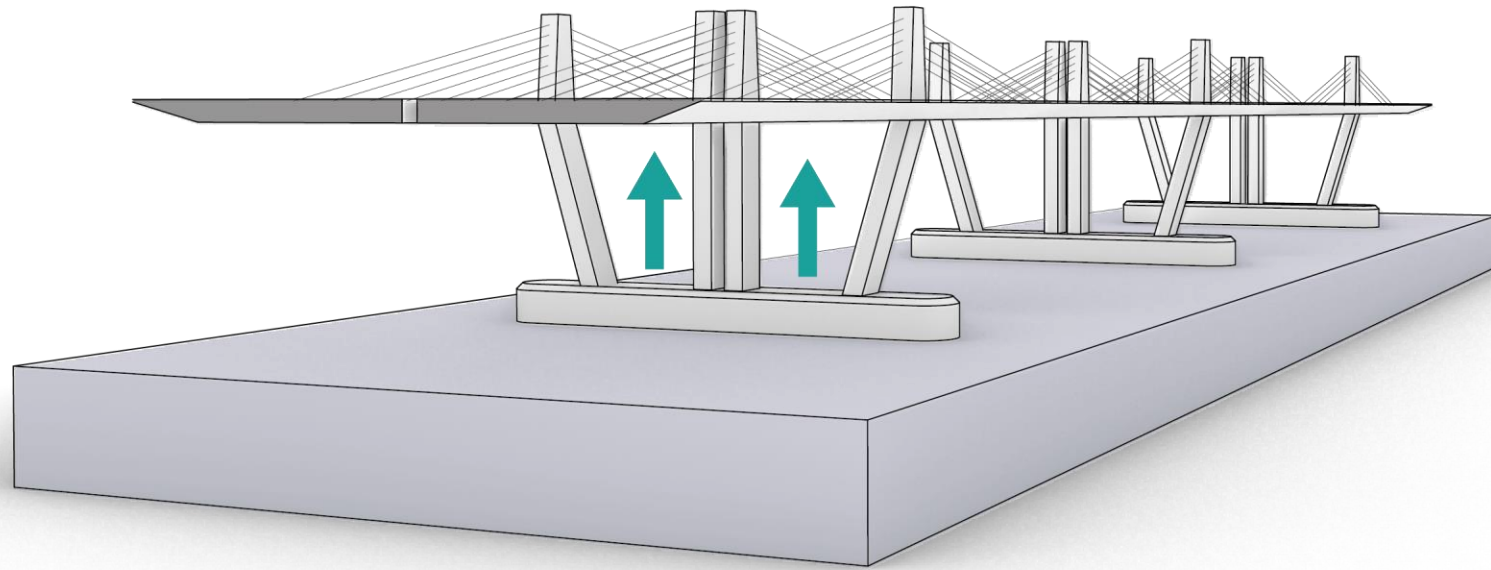
Grouping Piers



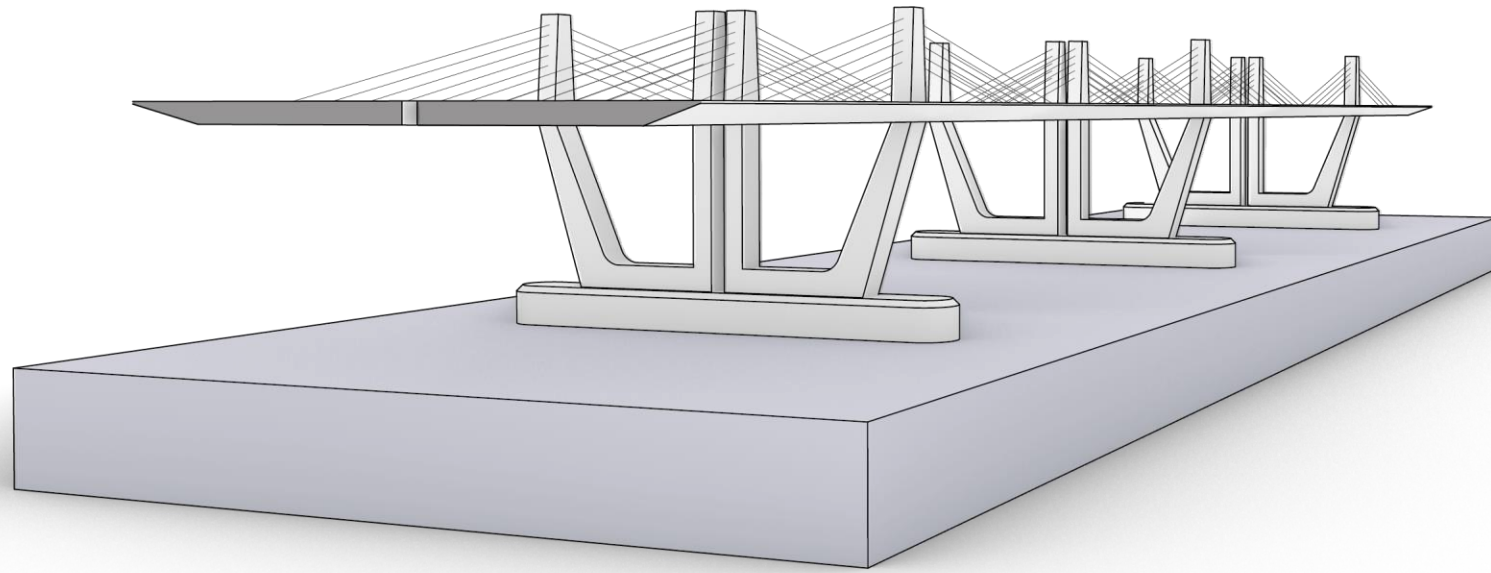
Grouping Piers



Grouping Piers



Grouping Piers





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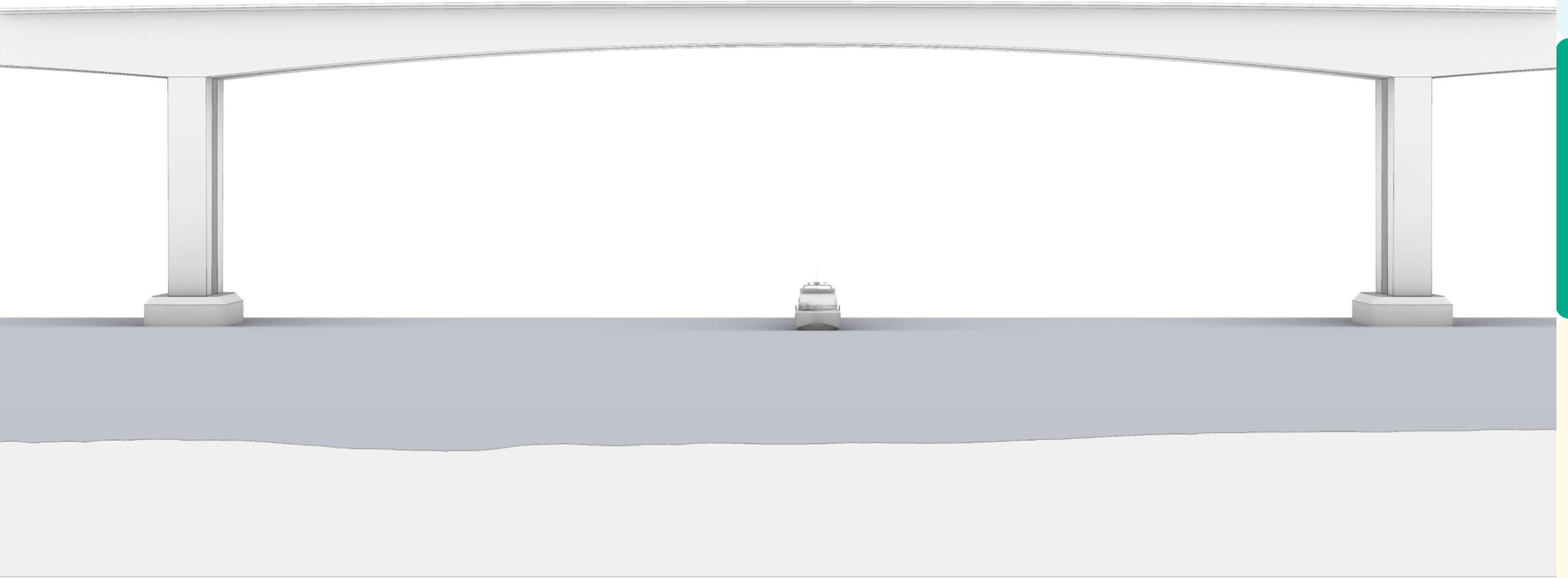
View OF

Experience FROM

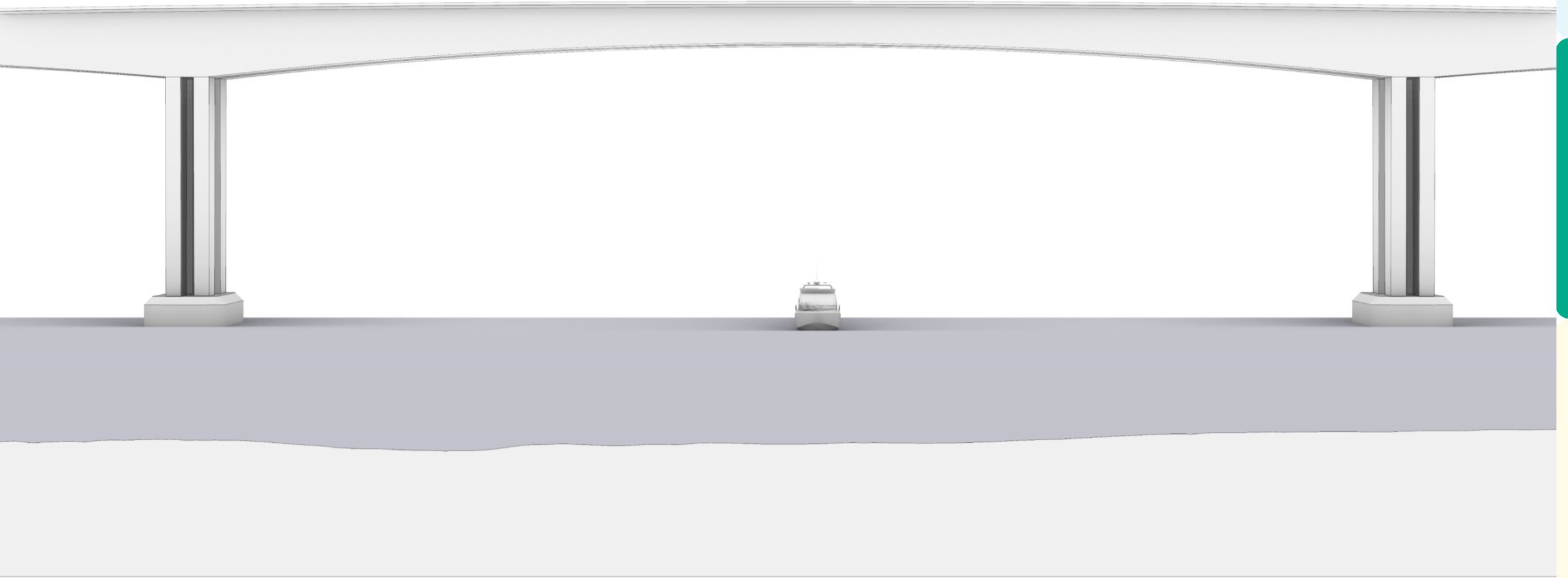
Simplicity:

The design should rationalize the number of elements or, when not possible, reduce their perceived number to simplify the bridge's overall complexity.

Perceived Complexity



Perceived Complexity

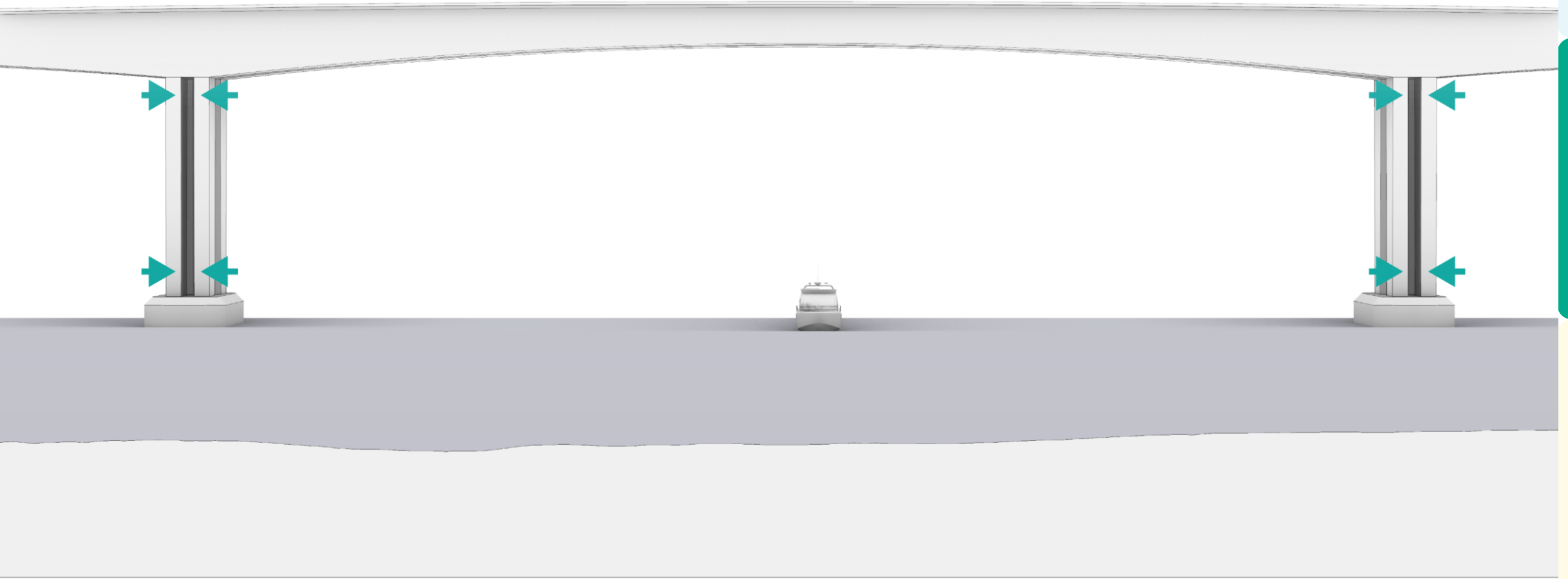


Recess as Design Feature and Recurring Motif

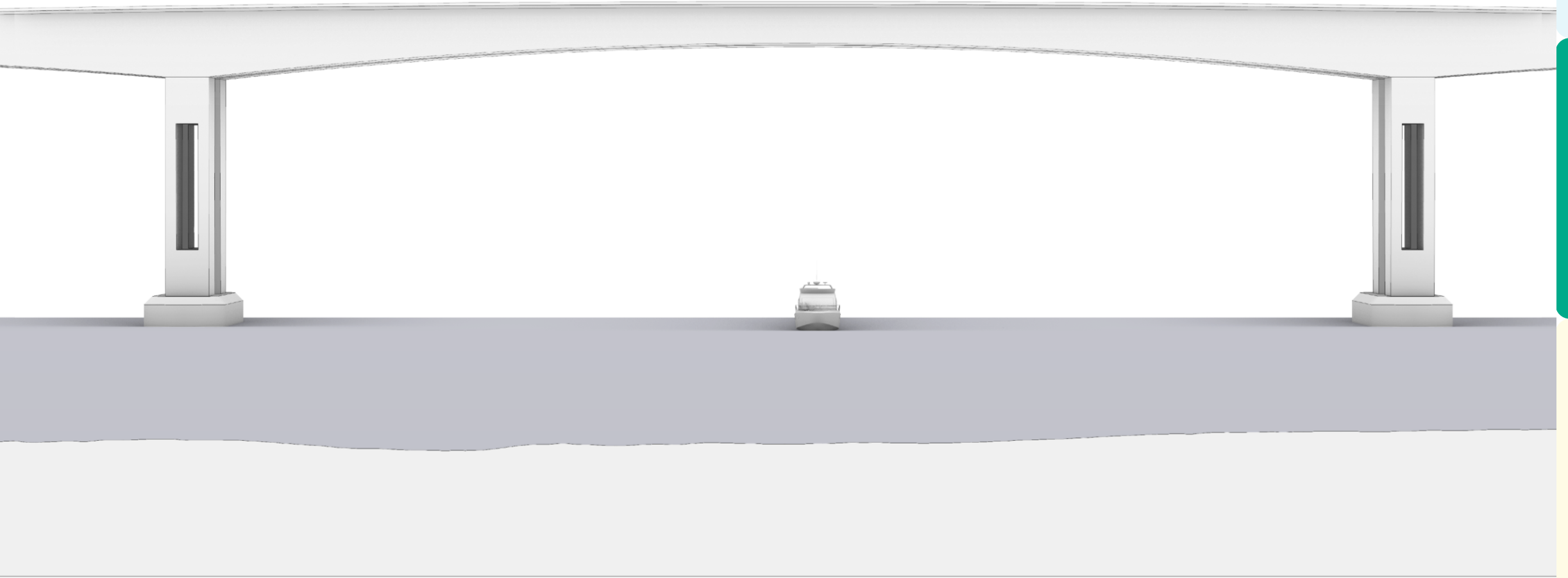
Twin-leaf piers should be shaped to resemble a single pier with a void, rather than two distinct piers.

This aims to give a strong identity to the Main Crossing. Additionally, this will be added as a recurring feature to all structures within the scheme, providing a memorable and unifying component.

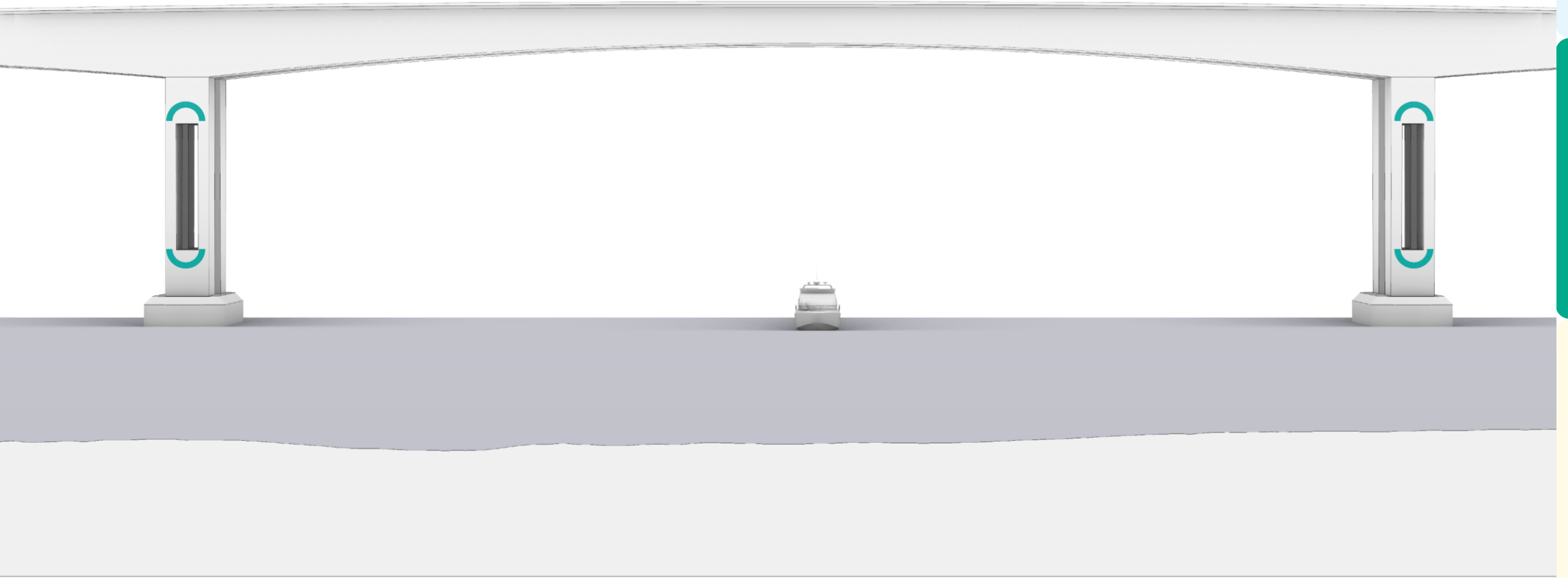
Recess as Design Feature



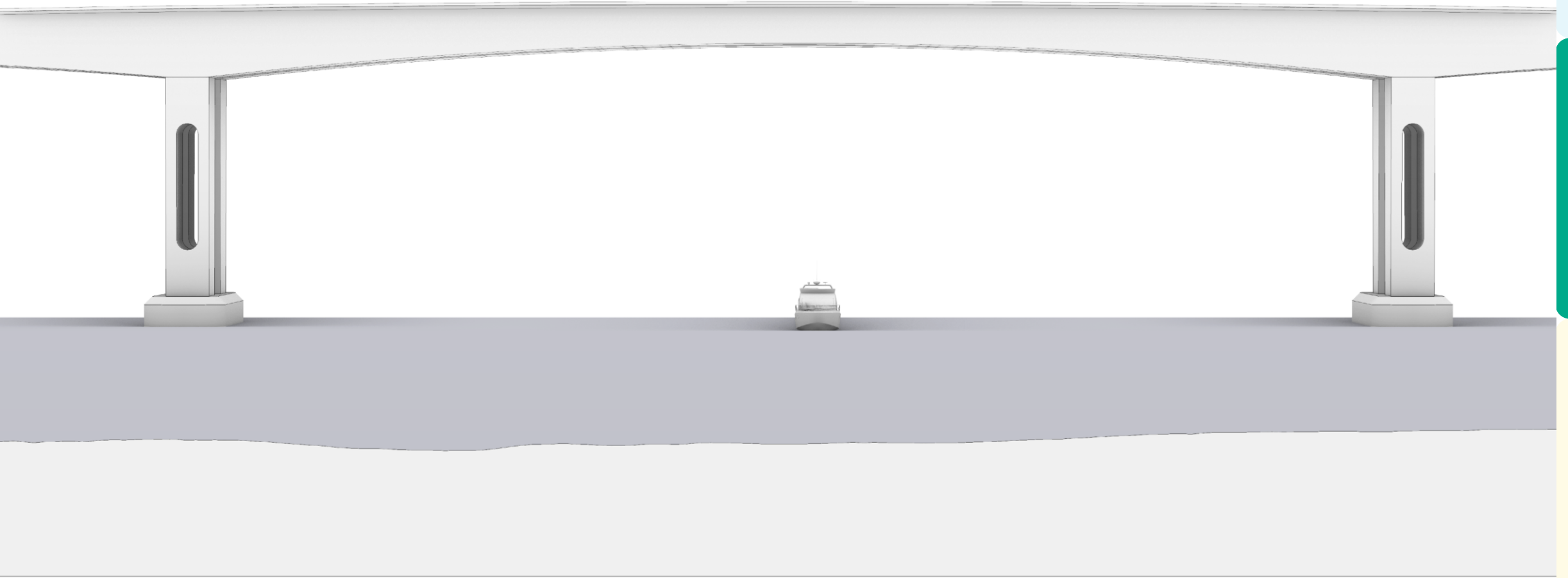
Recess as Design Feature



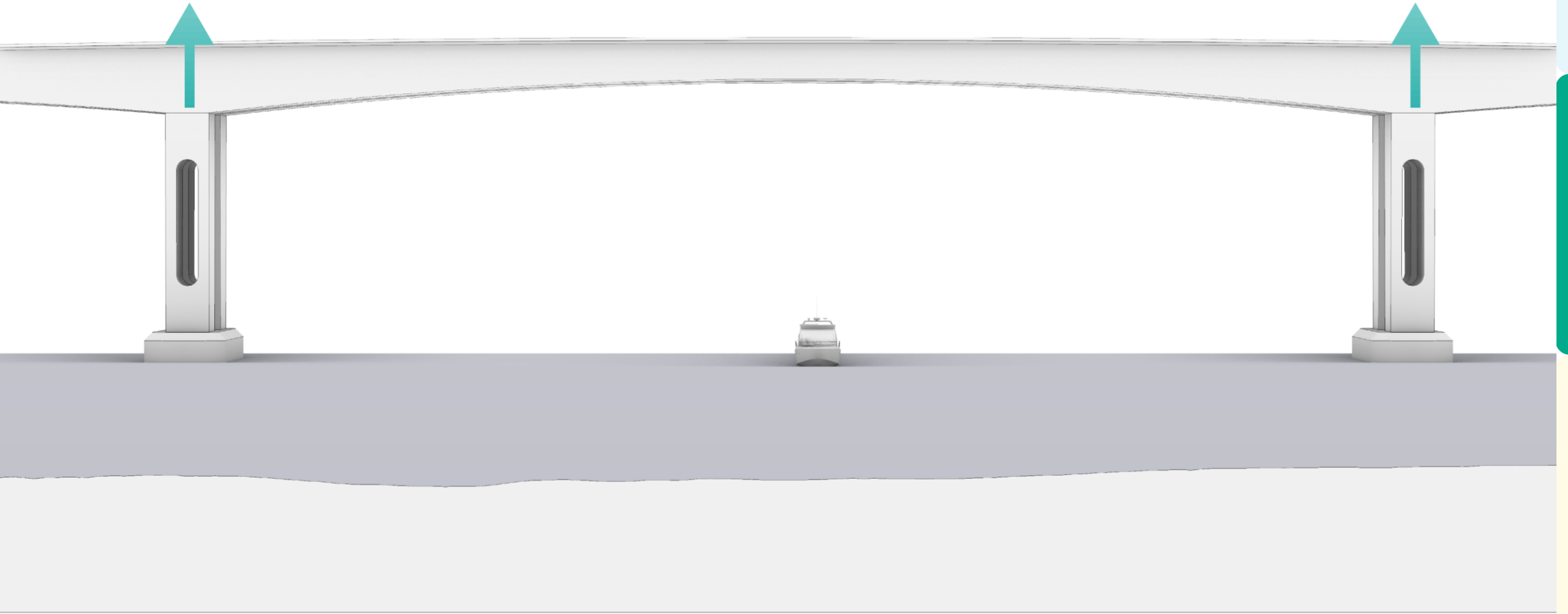
Recess as Design Feature



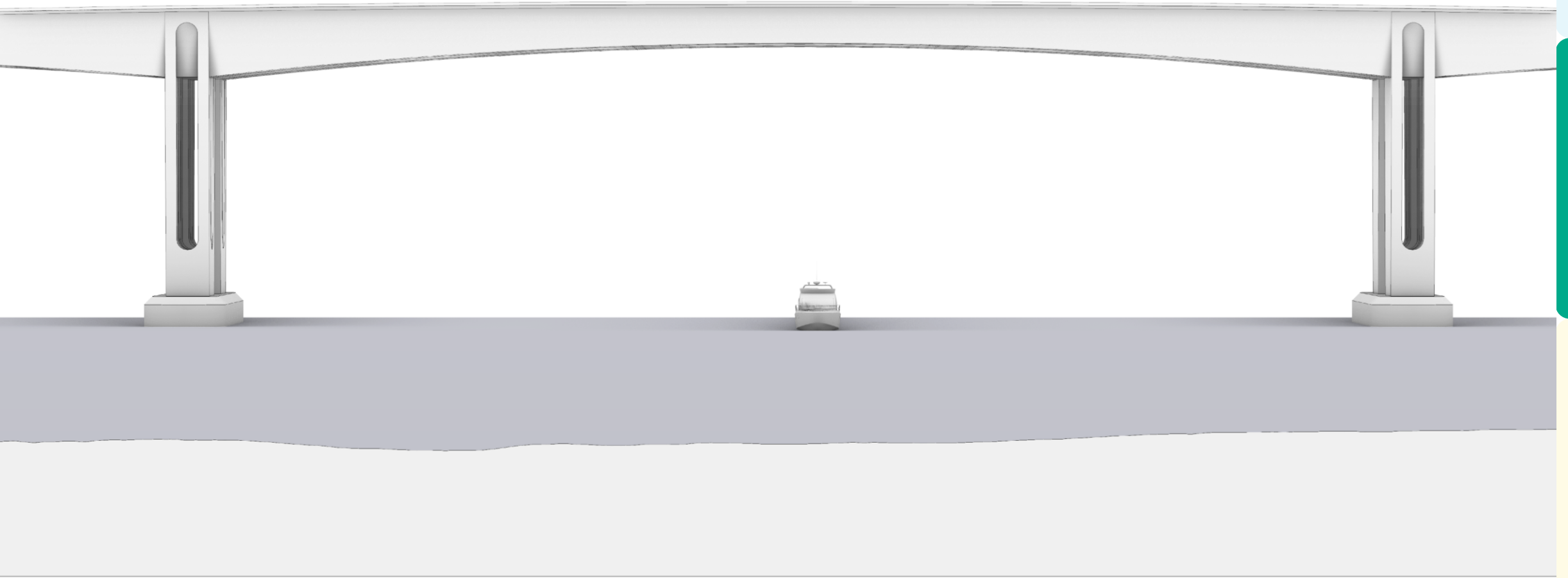
Recess as Design Feature



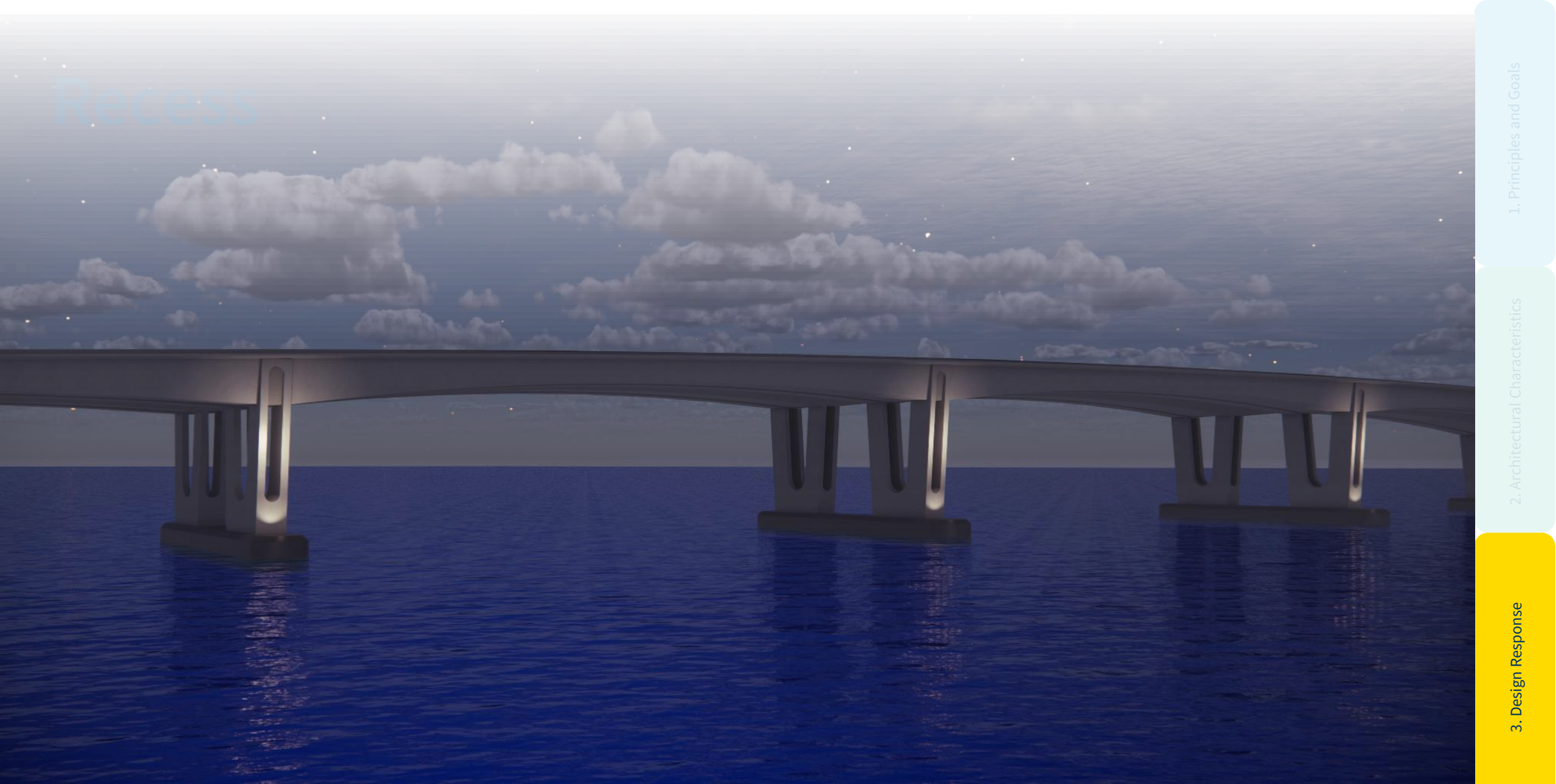
Recess as Design Feature



Recess as Design Feature



Recess

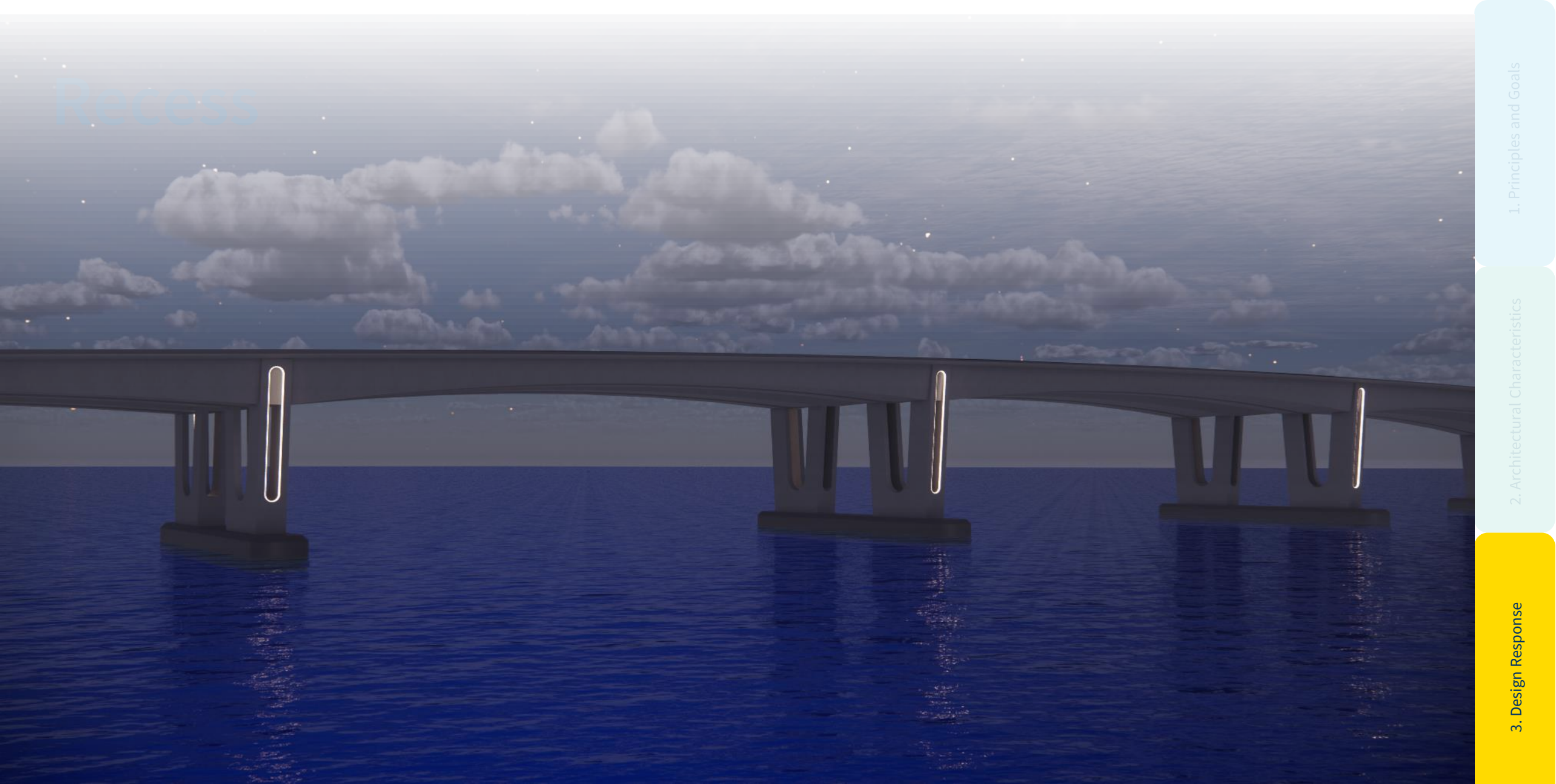


1. Principles and Goals

2. Architectural Characteristics

3. Design Response

Recess



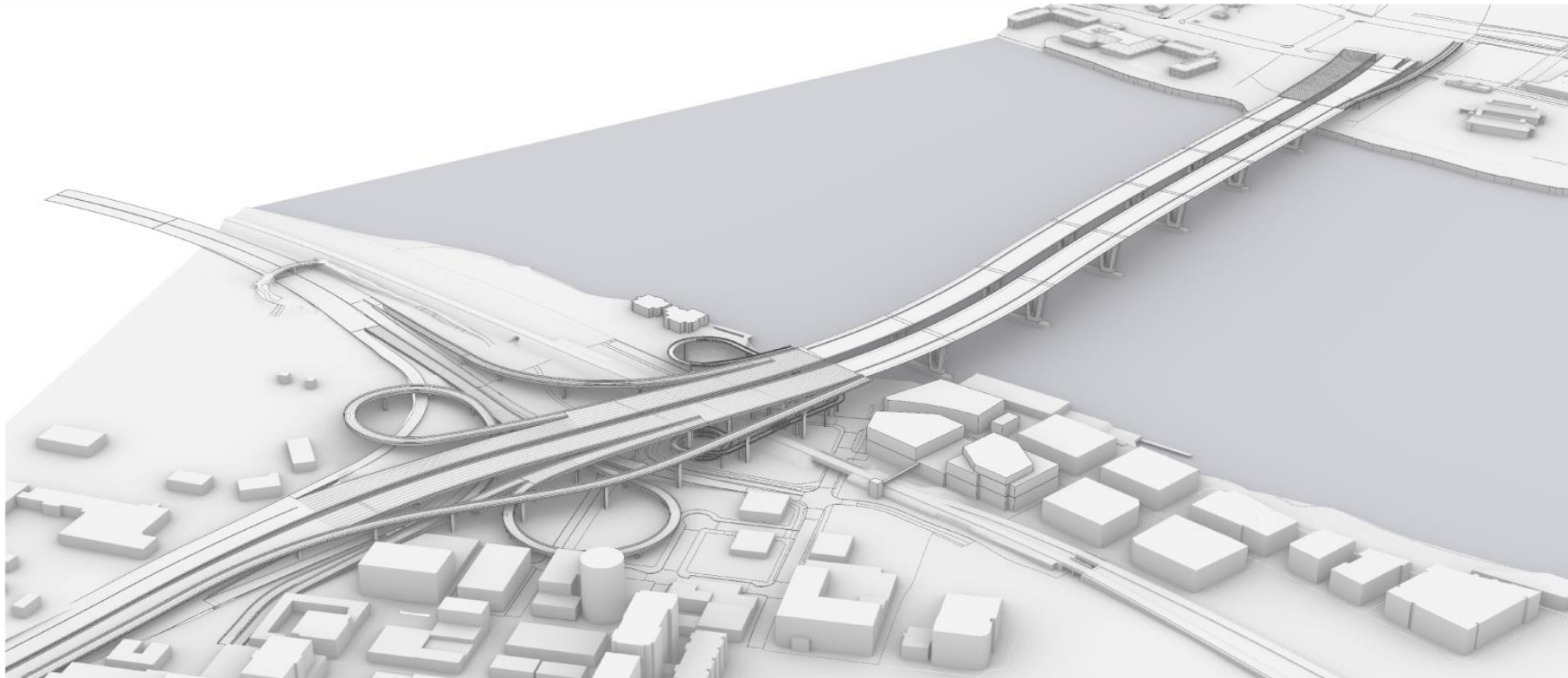
1. Principles and Goals

2. Architectural Characteristics

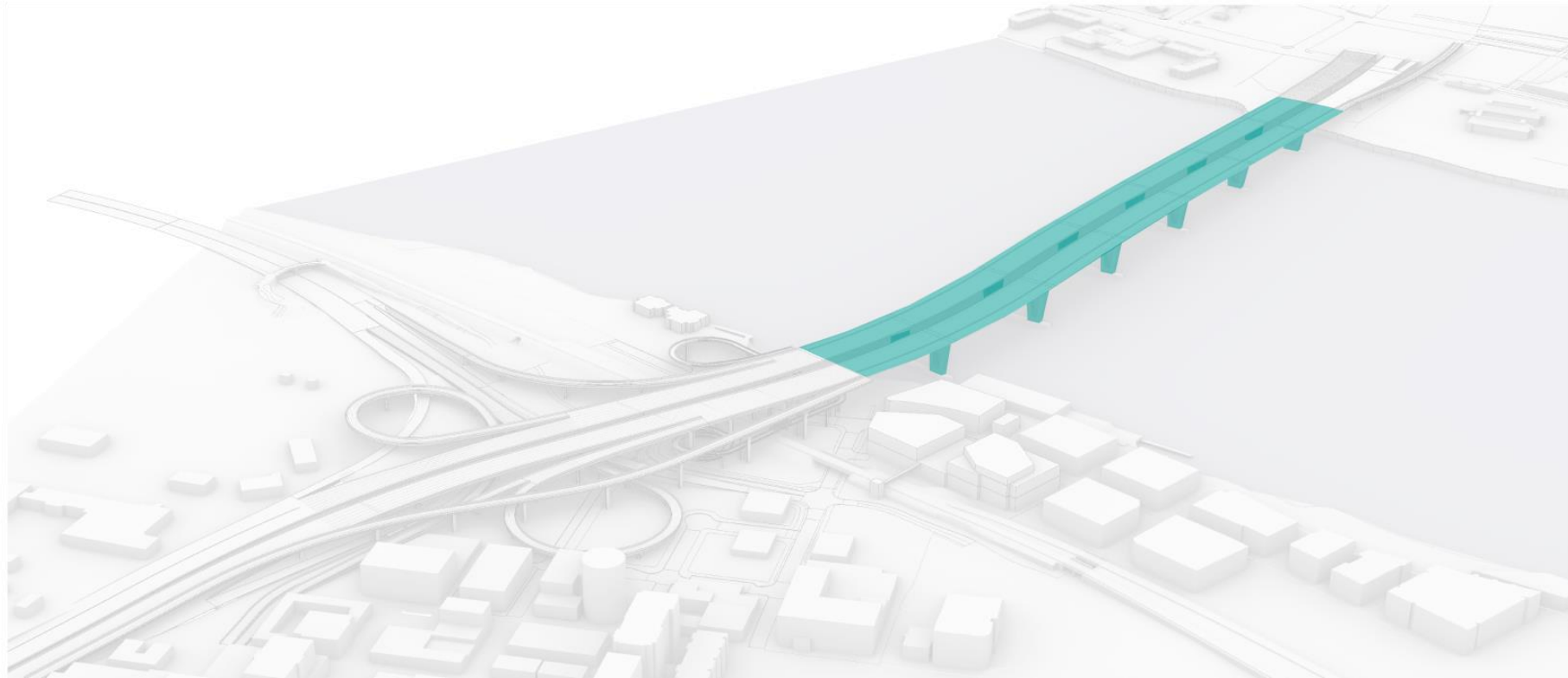
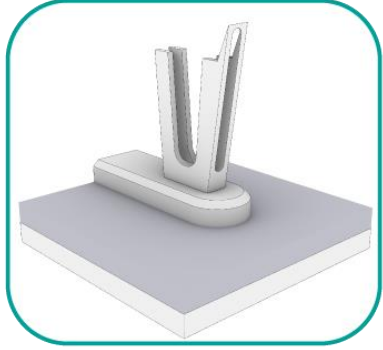
3. Design Response



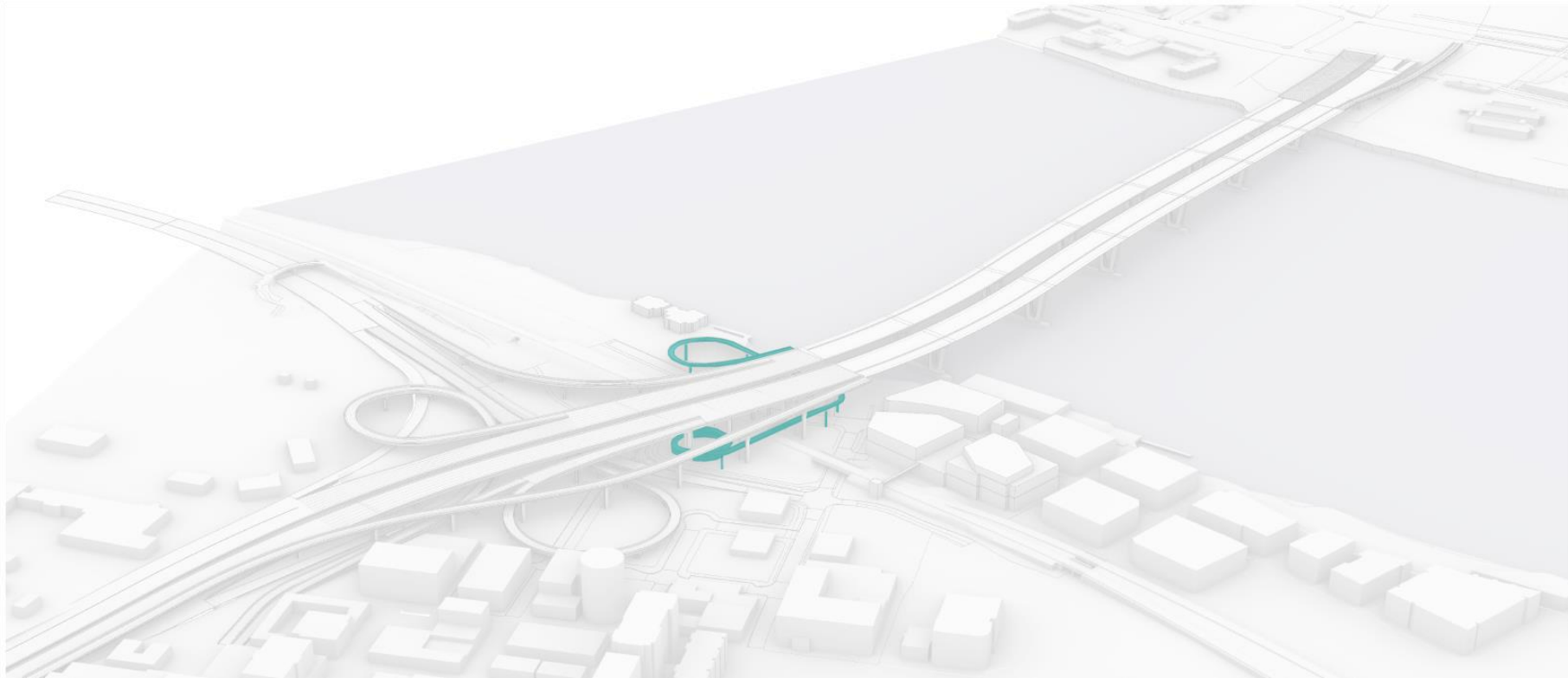
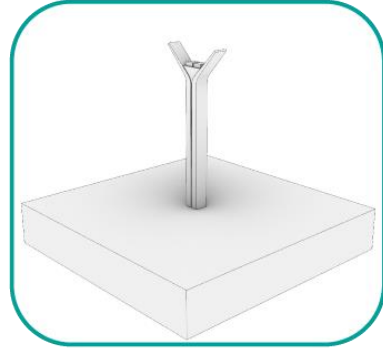
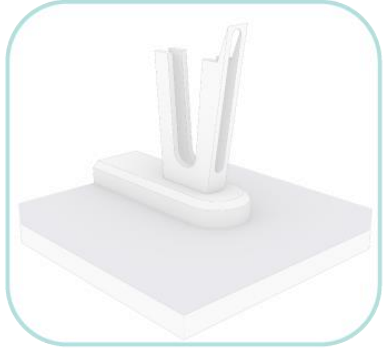
Recess as Recurring Motif



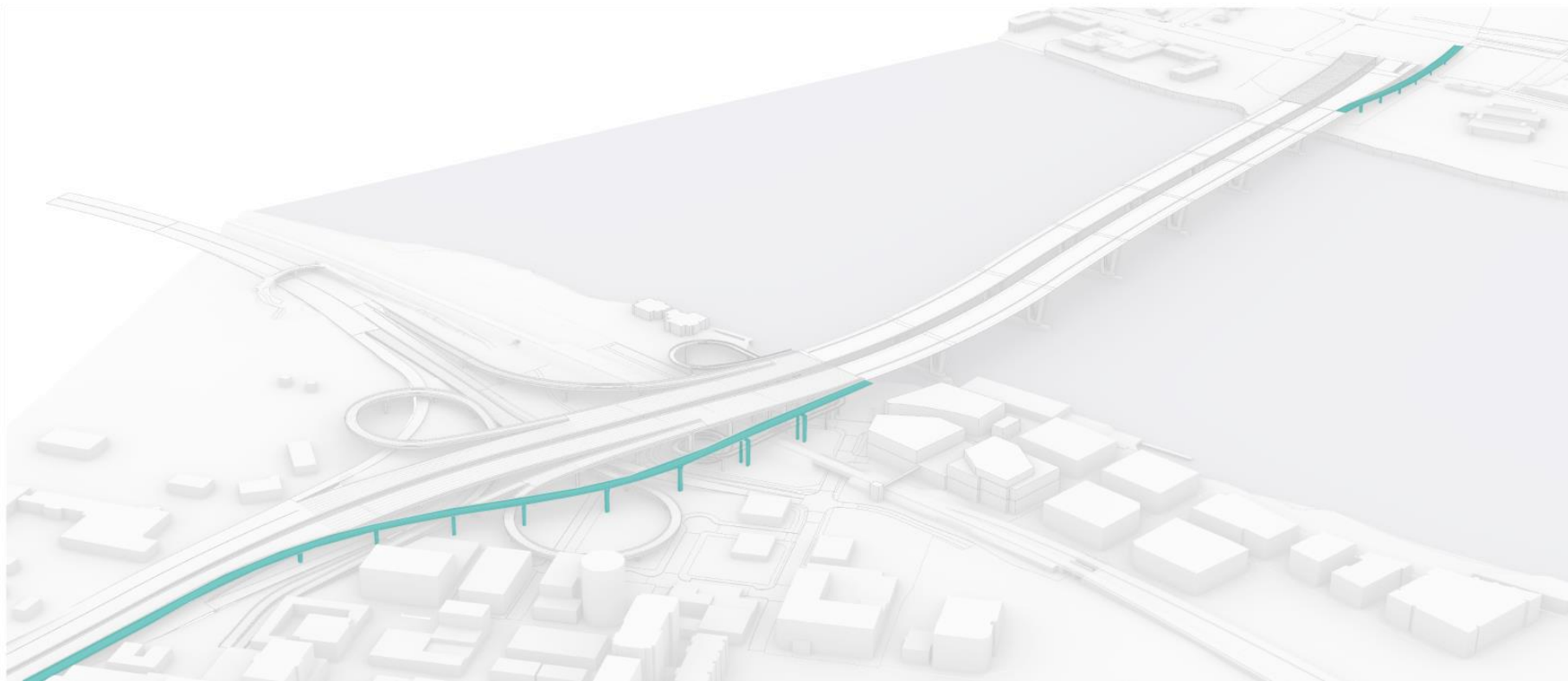
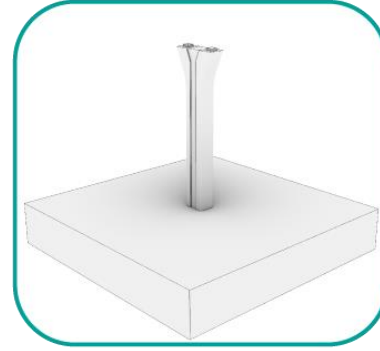
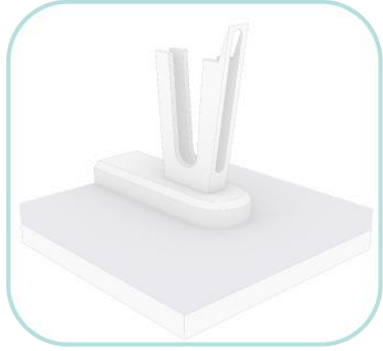
Recess as Recurring Motif



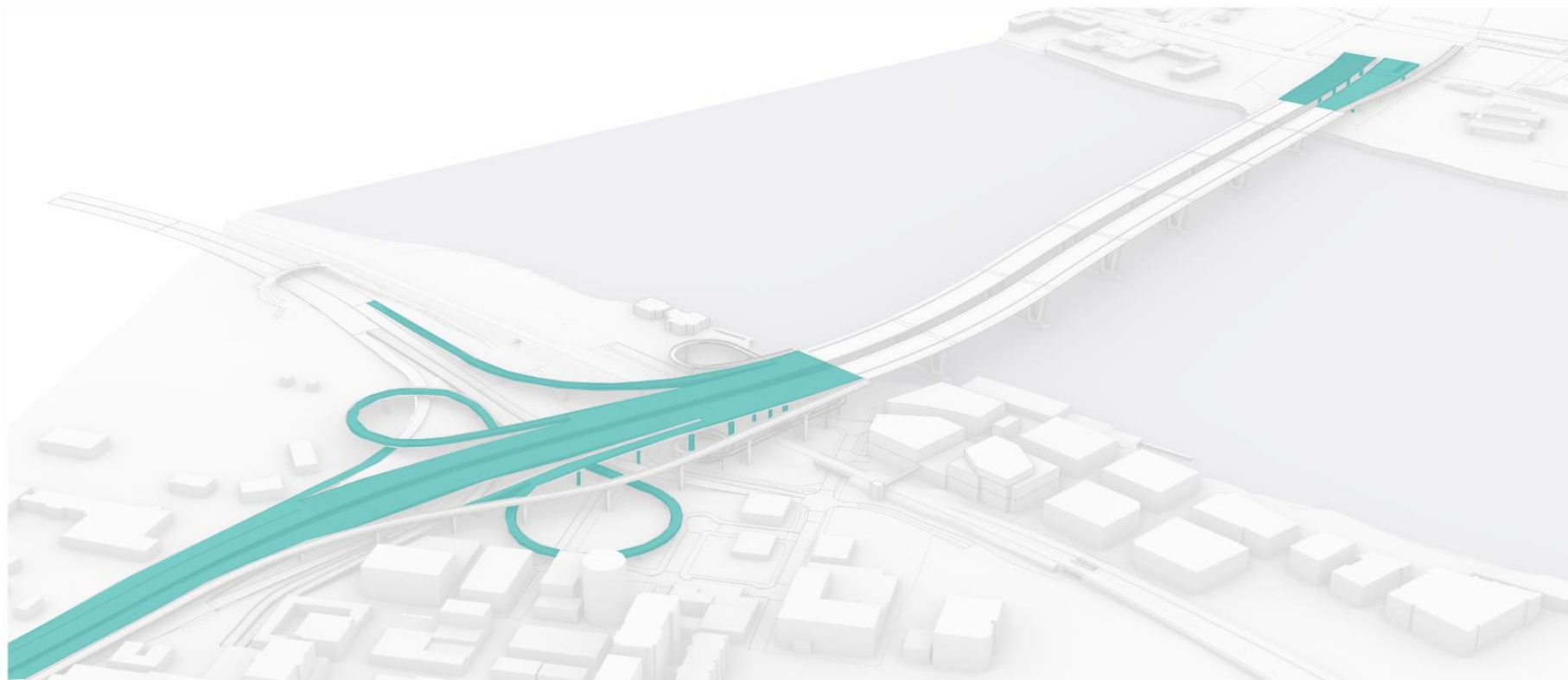
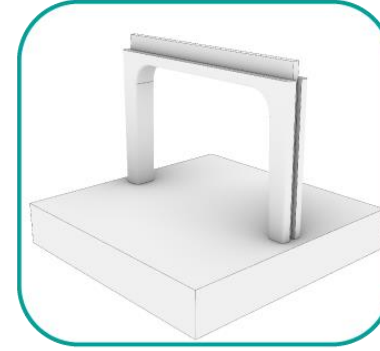
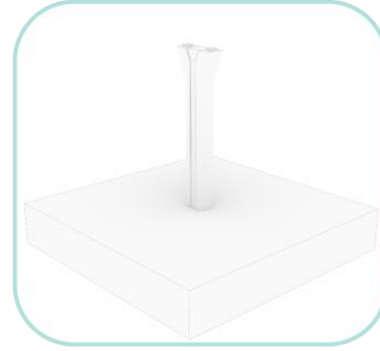
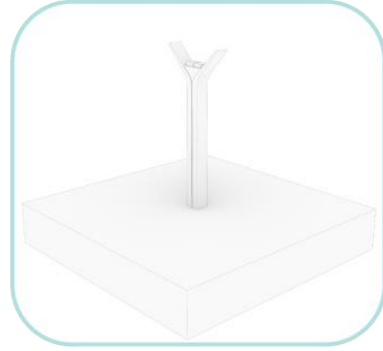
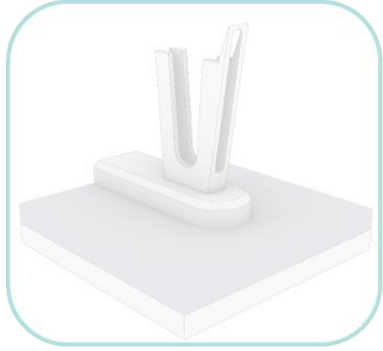
Recess as Recurring Motif



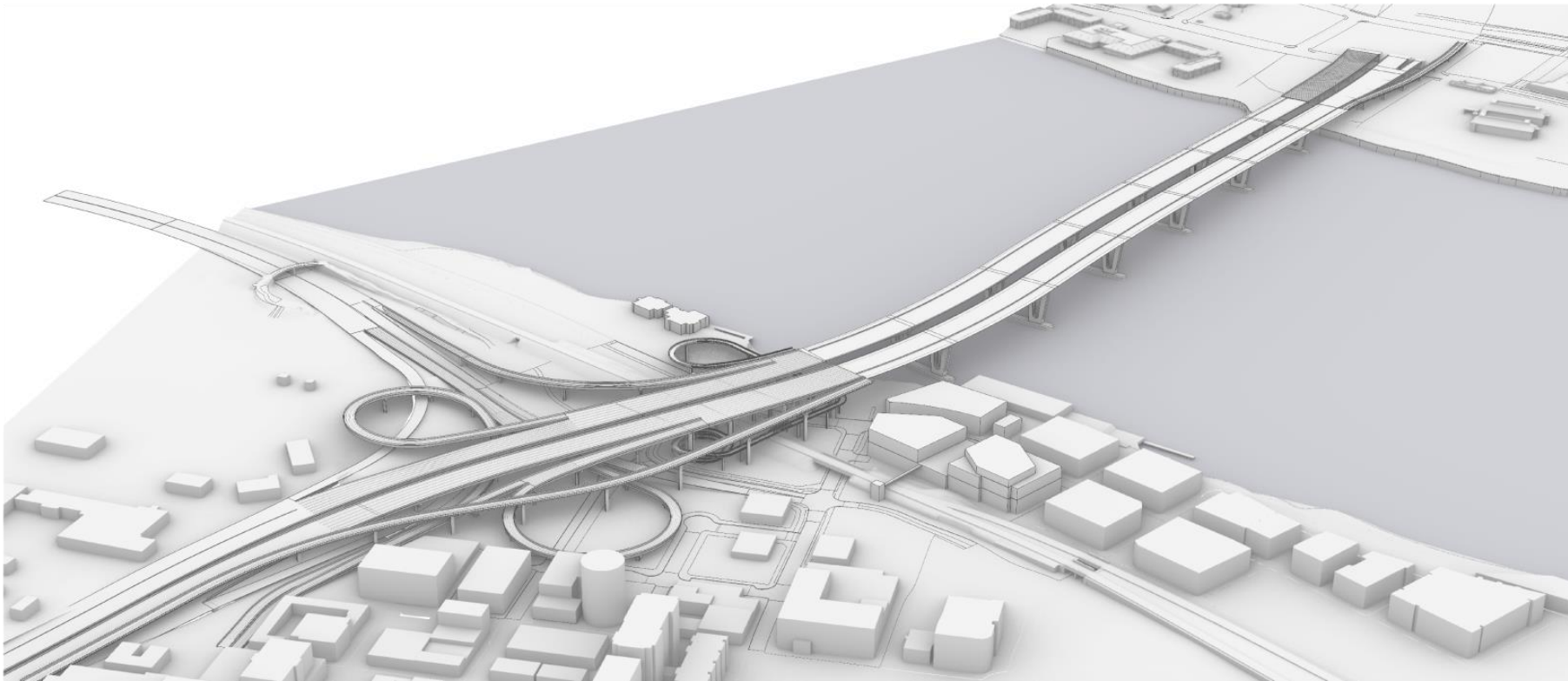
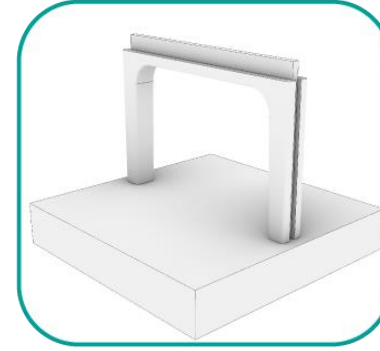
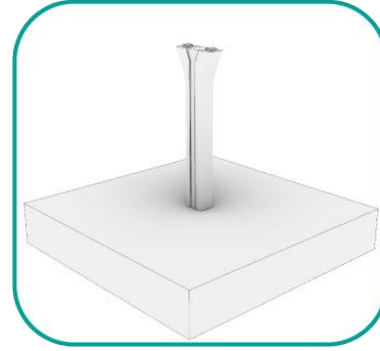
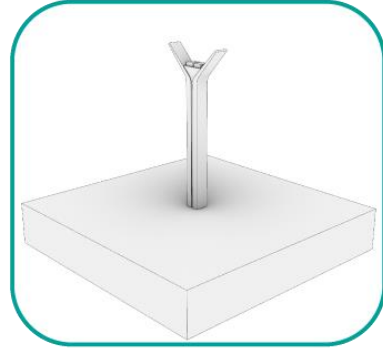
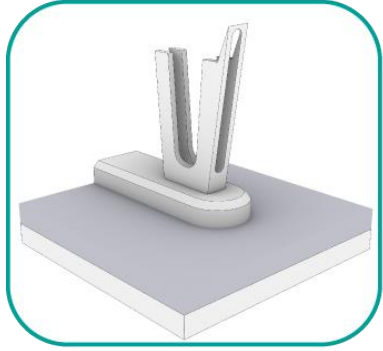
Recess as Recurring Motif



Recess as Recurring Motif



Recess as Recurring Motif



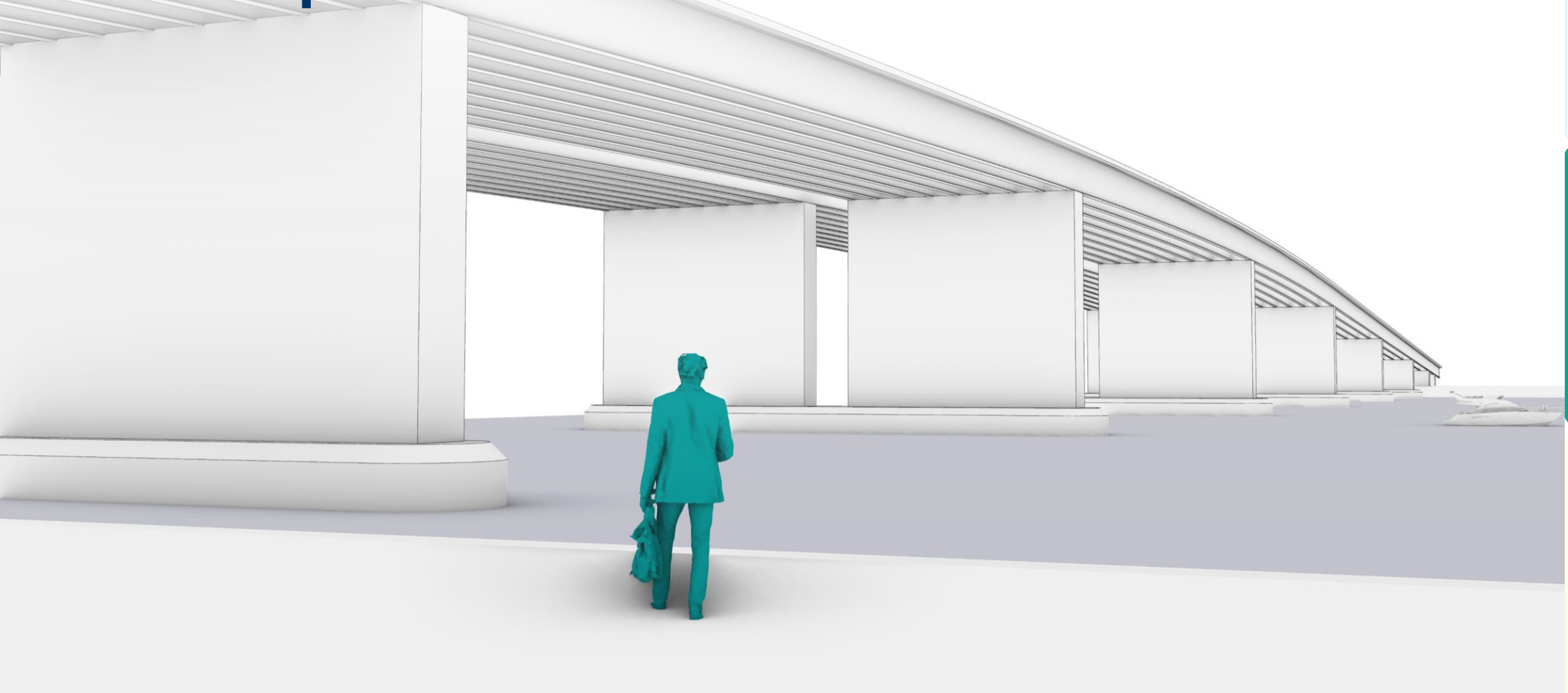
View OF

Experience FROM

Quality:

The bridge design should be visually attractive from both near and far and evoke a sense of delight and pride from users and onlookers.

Close-up Views



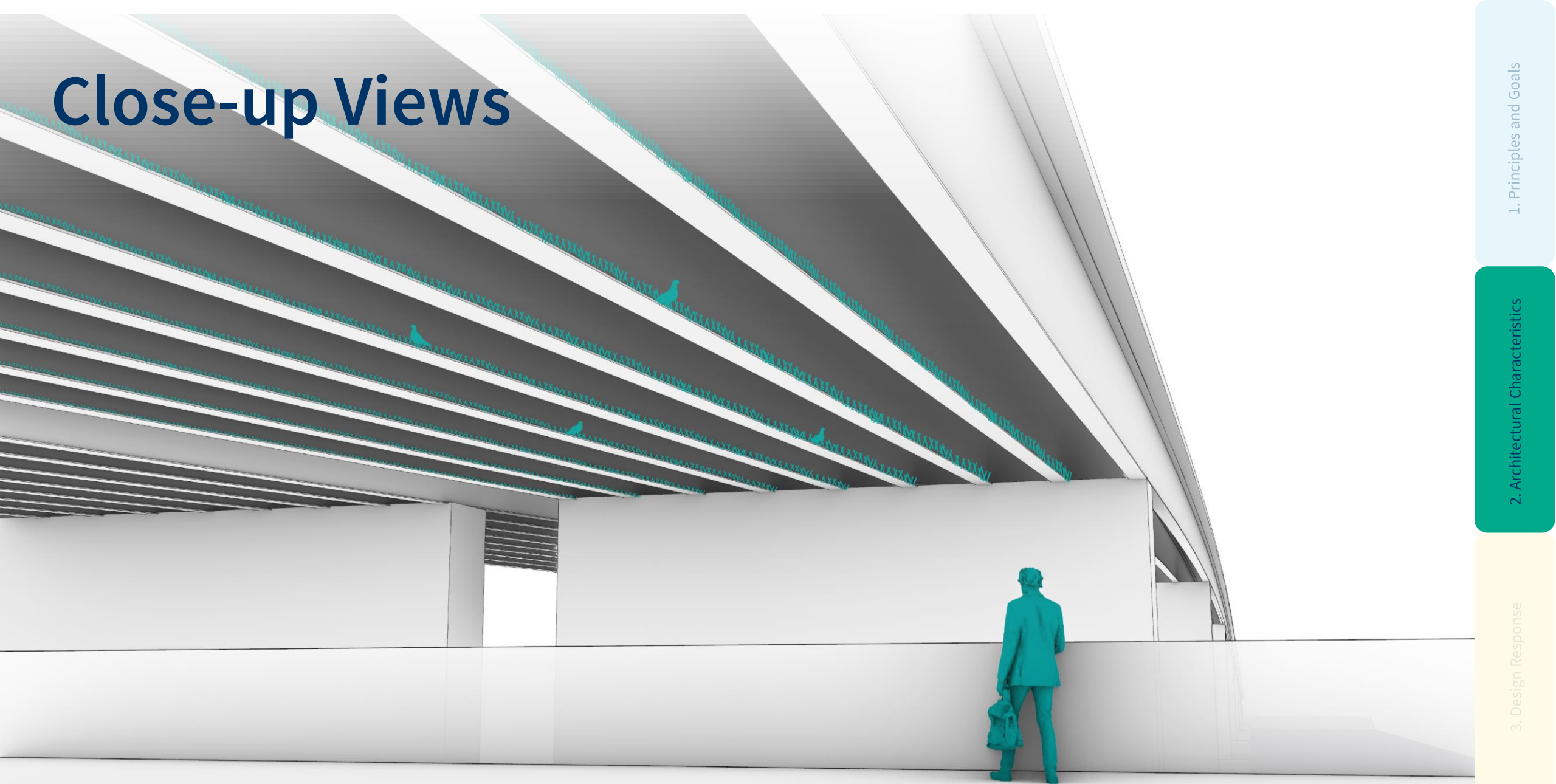
Close-up Views



Close-up Views



Close-up Views



Close-up Views

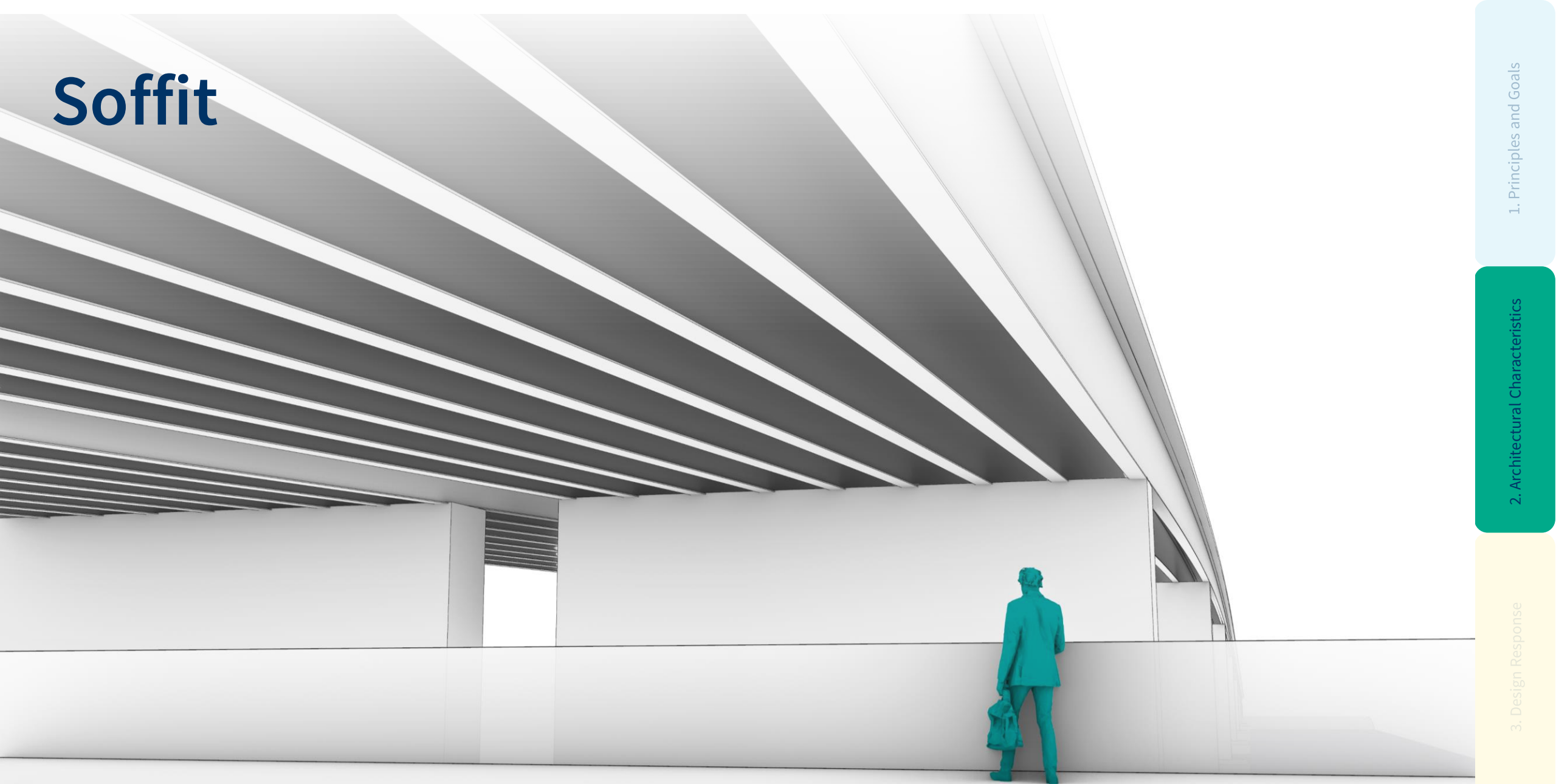
As the soffit (underside of the bridge) will be highly visible, it plays an important role in establishing the quality, safety, and pleasantness of the urban realm below



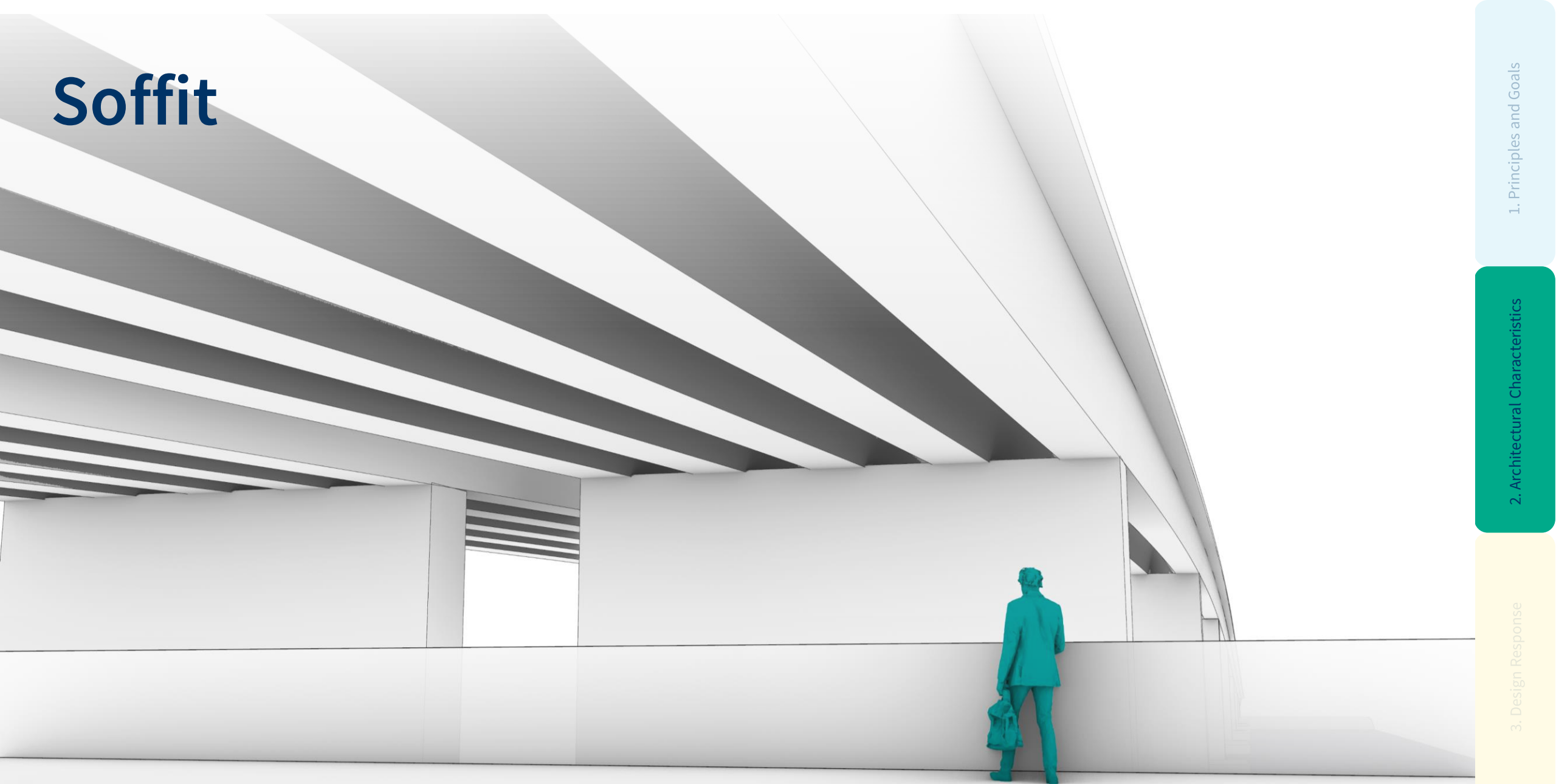
Soffit

The soffit design should focus on minimizing visual complexity and mass, ensuring a clean and uncluttered appearance.

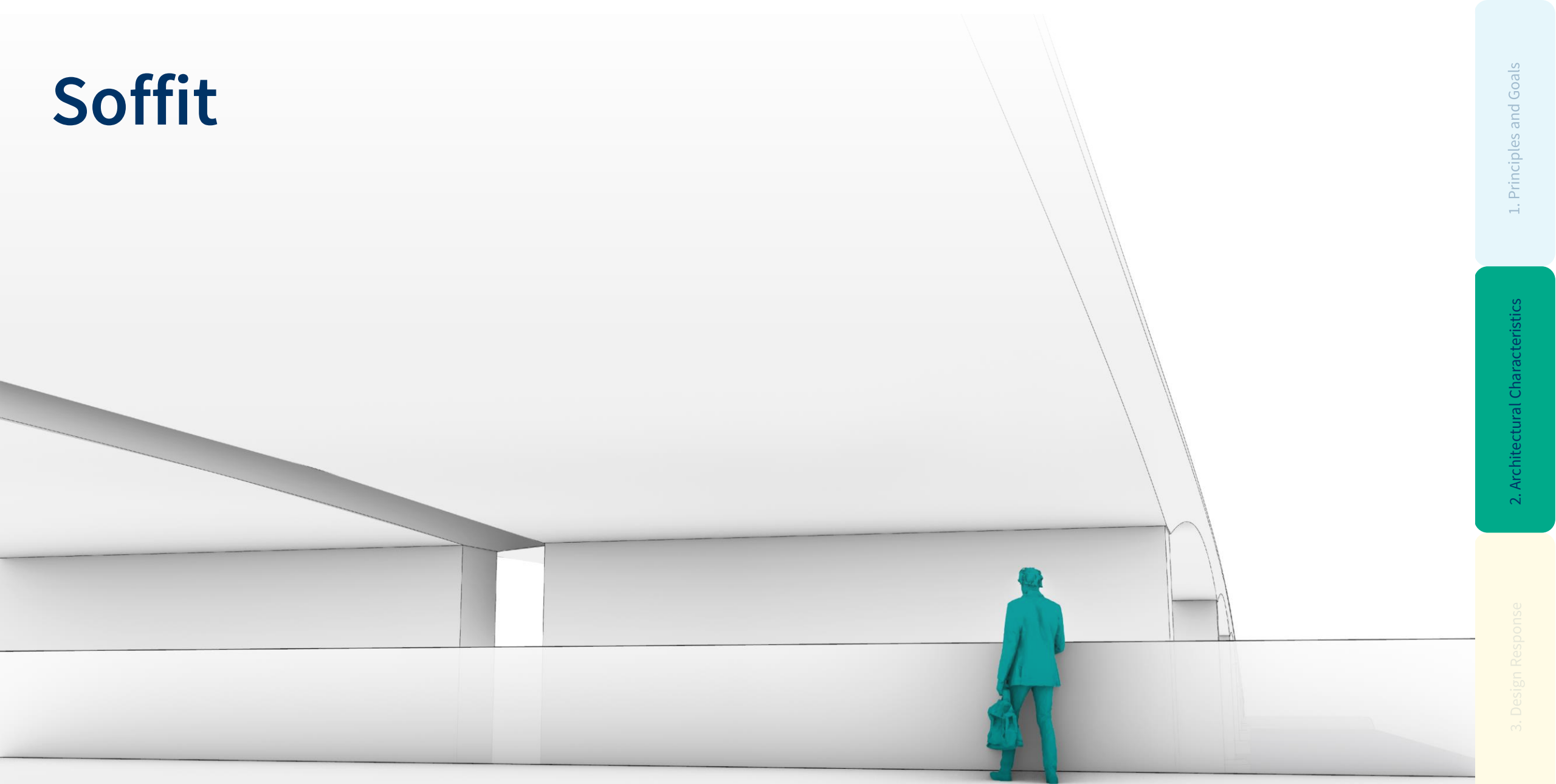
Soffit



Soffit



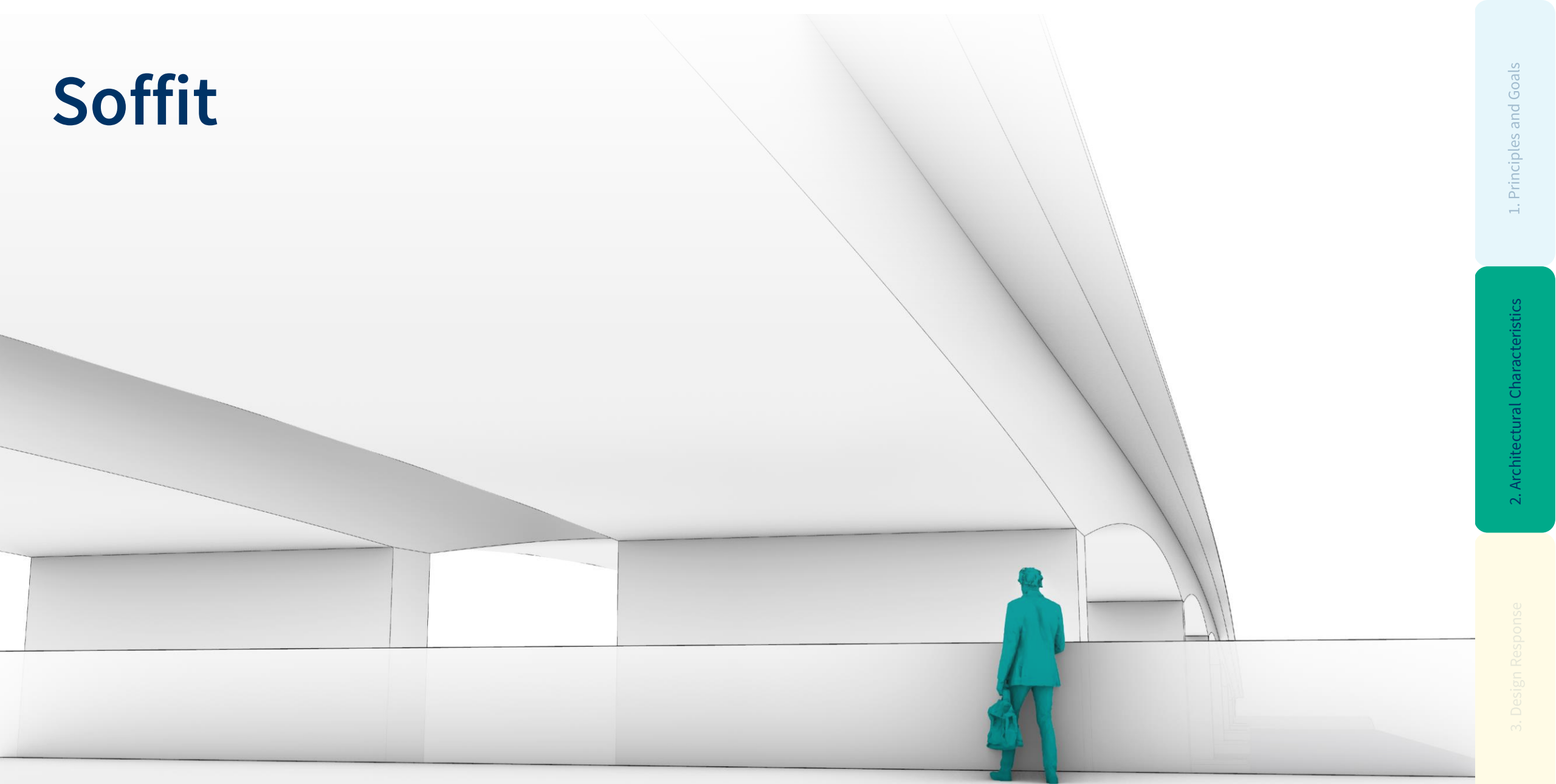
Soffit



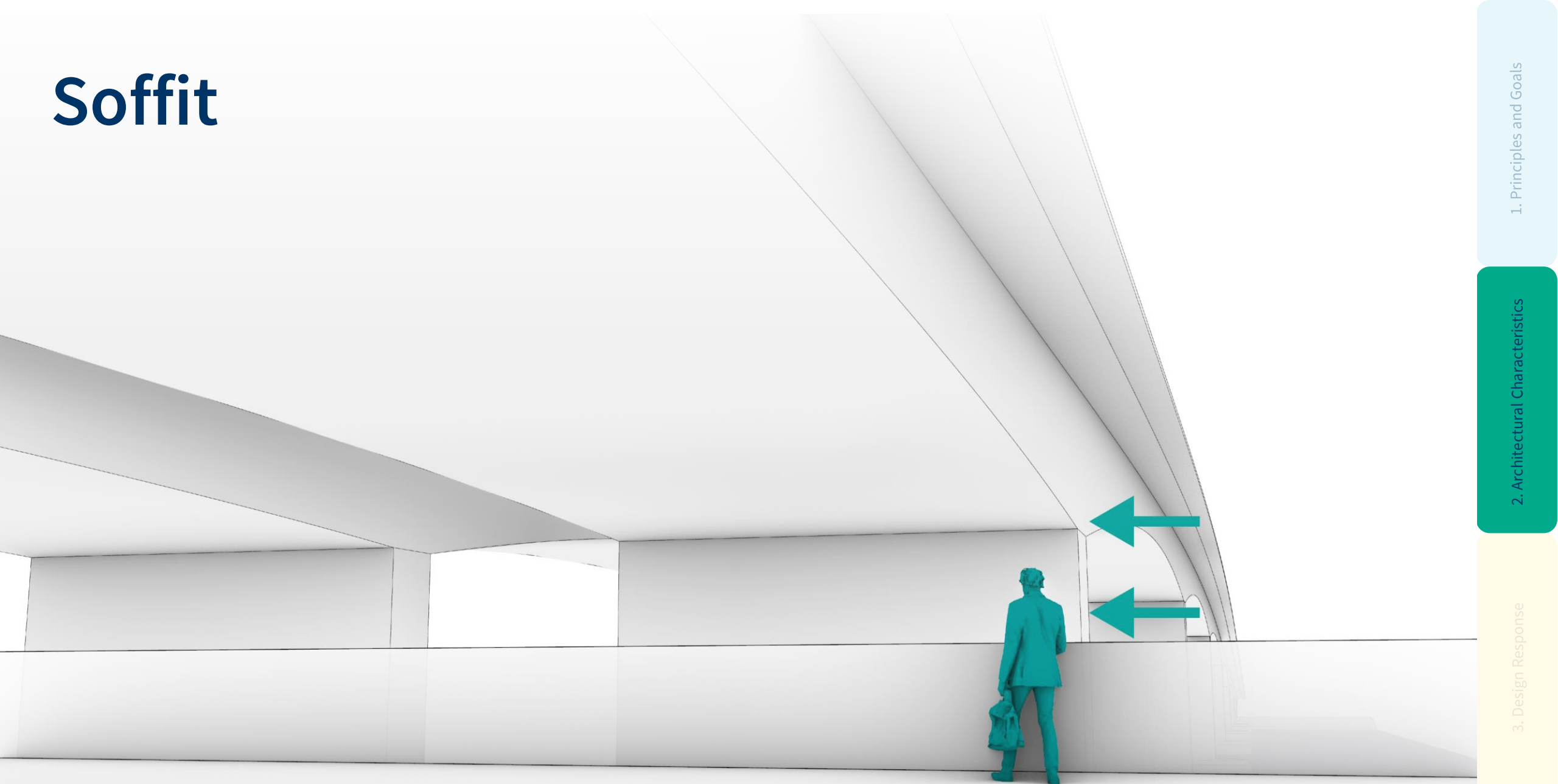
Soffit



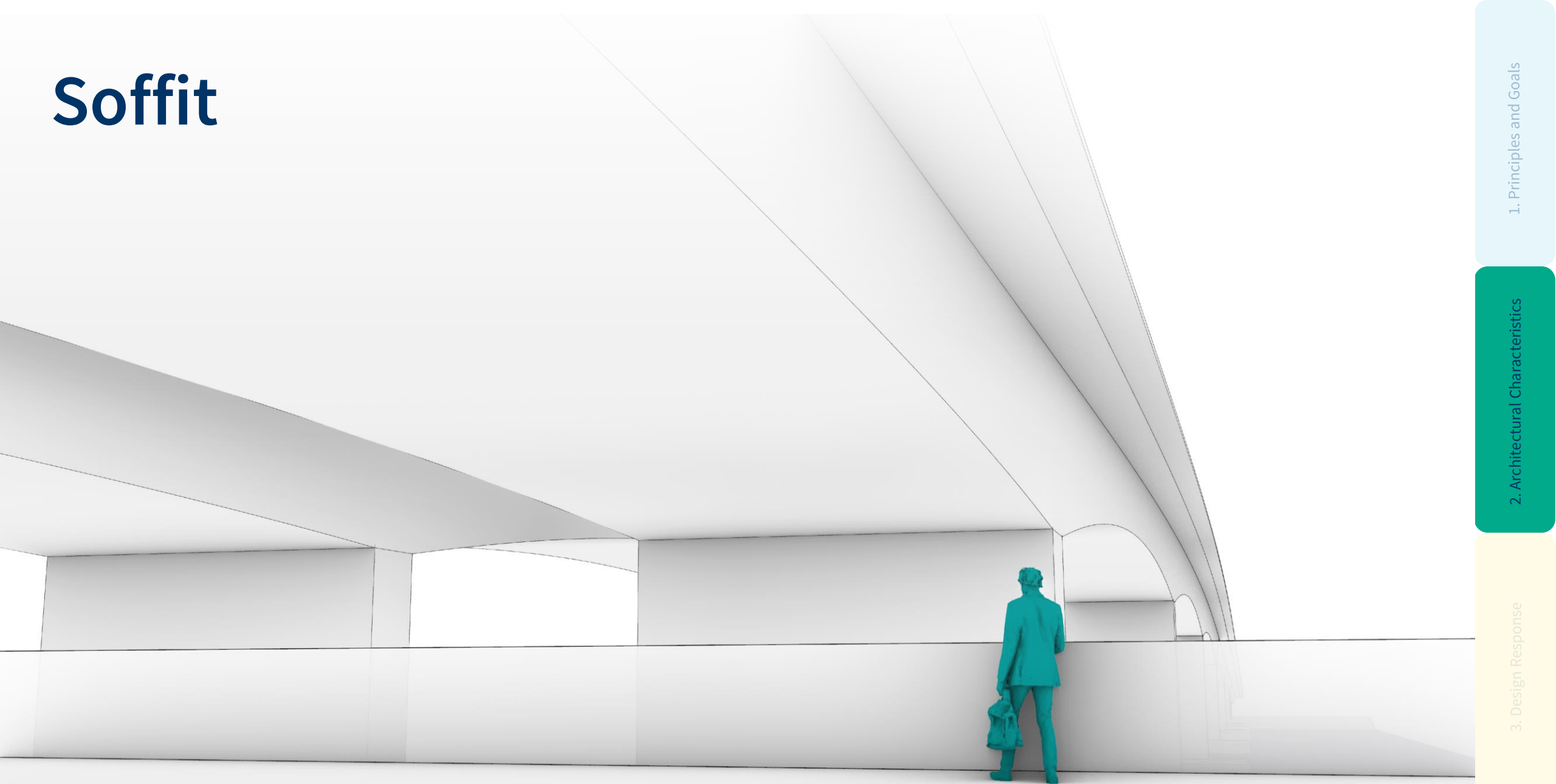
Soffit



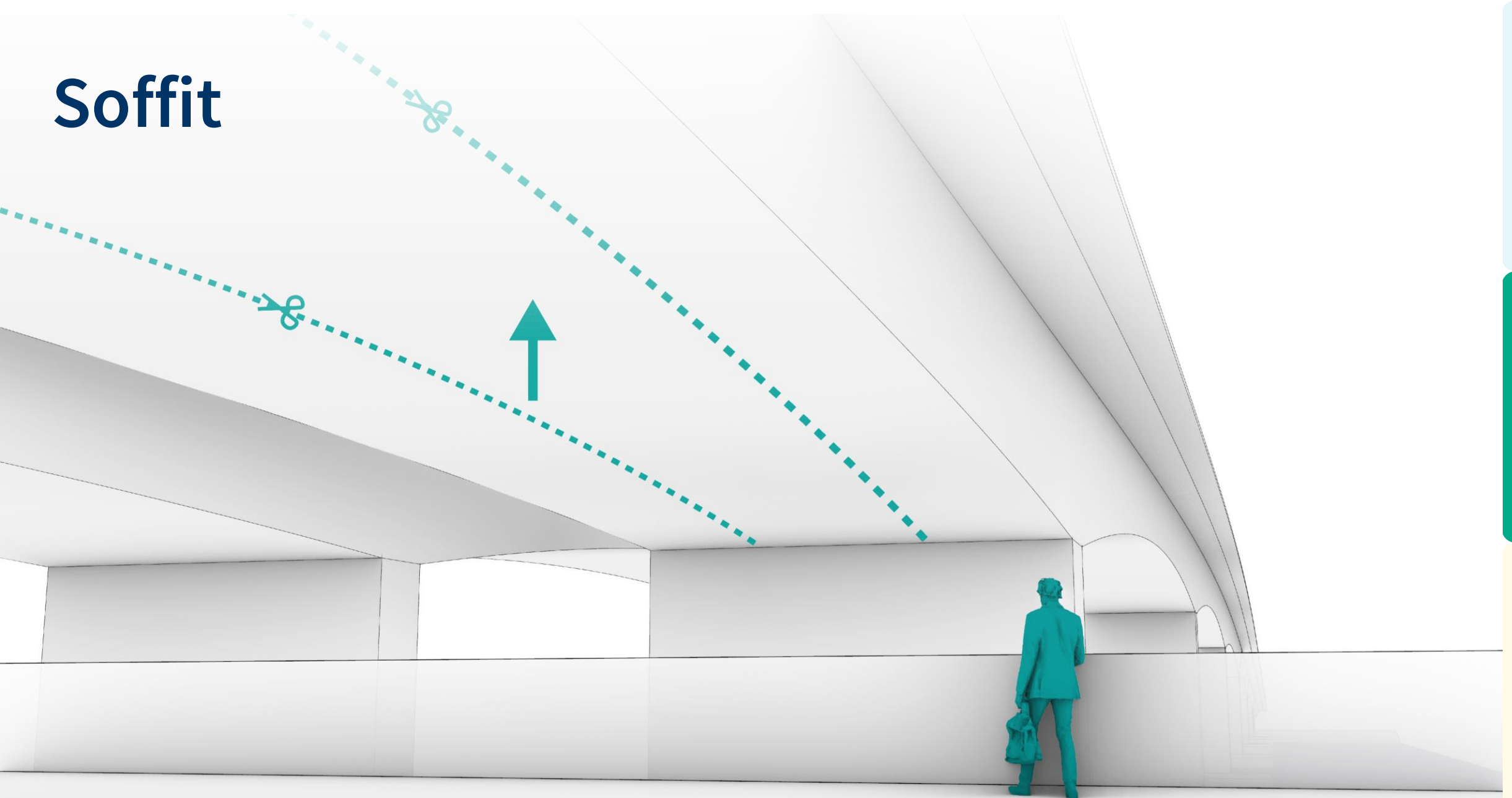
Soffit



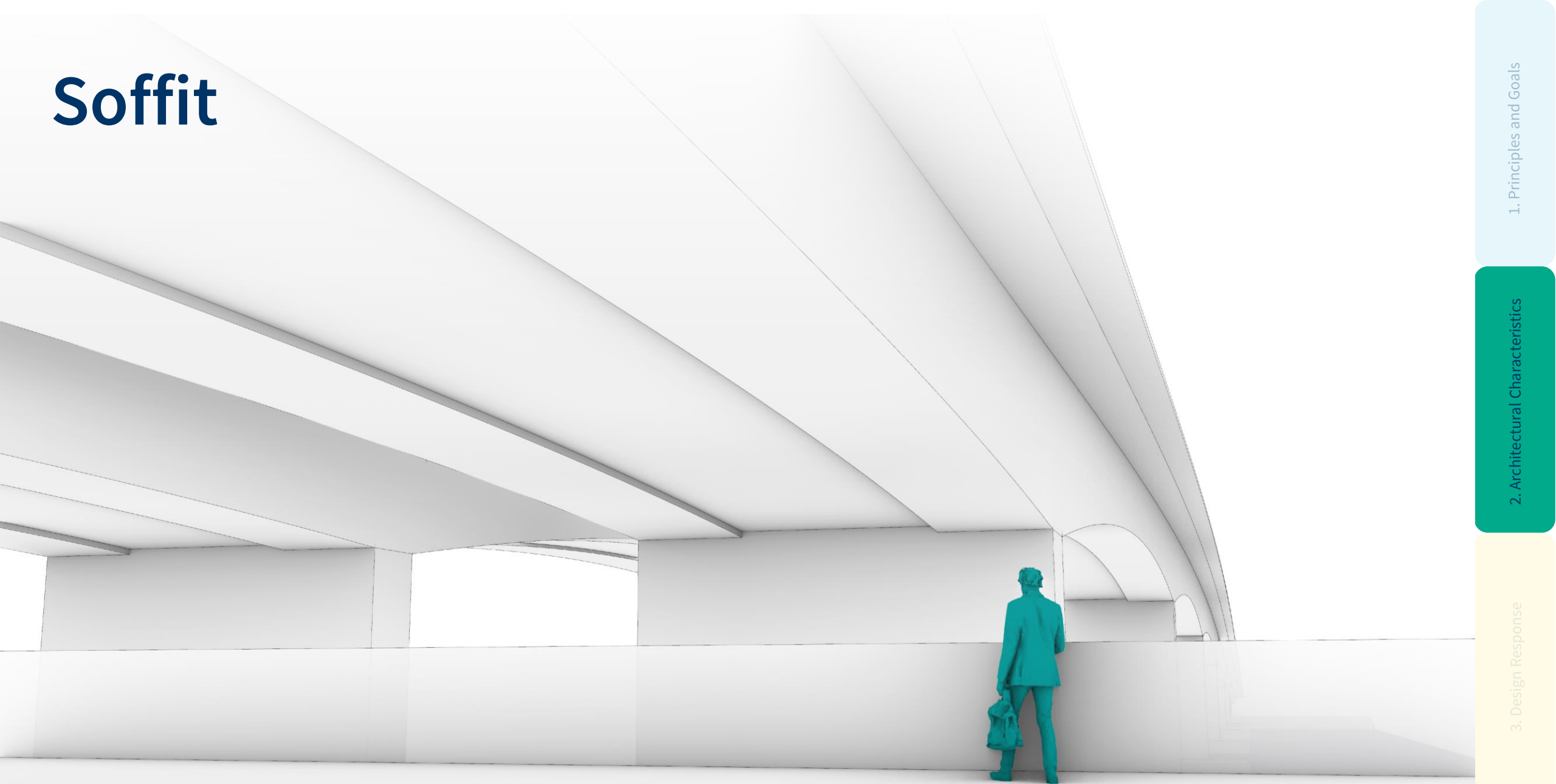
Soffit



Soffit



Soffit



Soffit



1. Principles and Goals

2. Architectural Characteristics

3. Design Response

Note: this graphic is intended to provide an example of possible architectural elements; it does not depict final design and is not intended for construction for the IBR Program.

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Questions

View OF

Experience FROM

1. How can bridges improve the sense of connection between communities?
2. If you didn't have a map, how would you navigate the city? What features (signs, lighting, seating...) help you, or hinder you, when walking, biking or rolling?
3. Do you have a place within the outdoor public spaces of Portland or Vancouver that you really like, or really dislike? What makes that place memorable?

View OF Experience FROM

View OF

Experience FROM

Human scale:

The scale of the program is a critical design aspect. It is essential to ensure that the project aligns more naturally with the human scale, so that all spaces created are perceived as pleasant and safe by all users.

View OF

Experience FROM



Kosciuszko Bridge
NYC, US



Golden Gate Bridge
San Francisco, US



Interstate Bridge
Portland, US



Woodrow Wilson Bridge
Alexandria, US

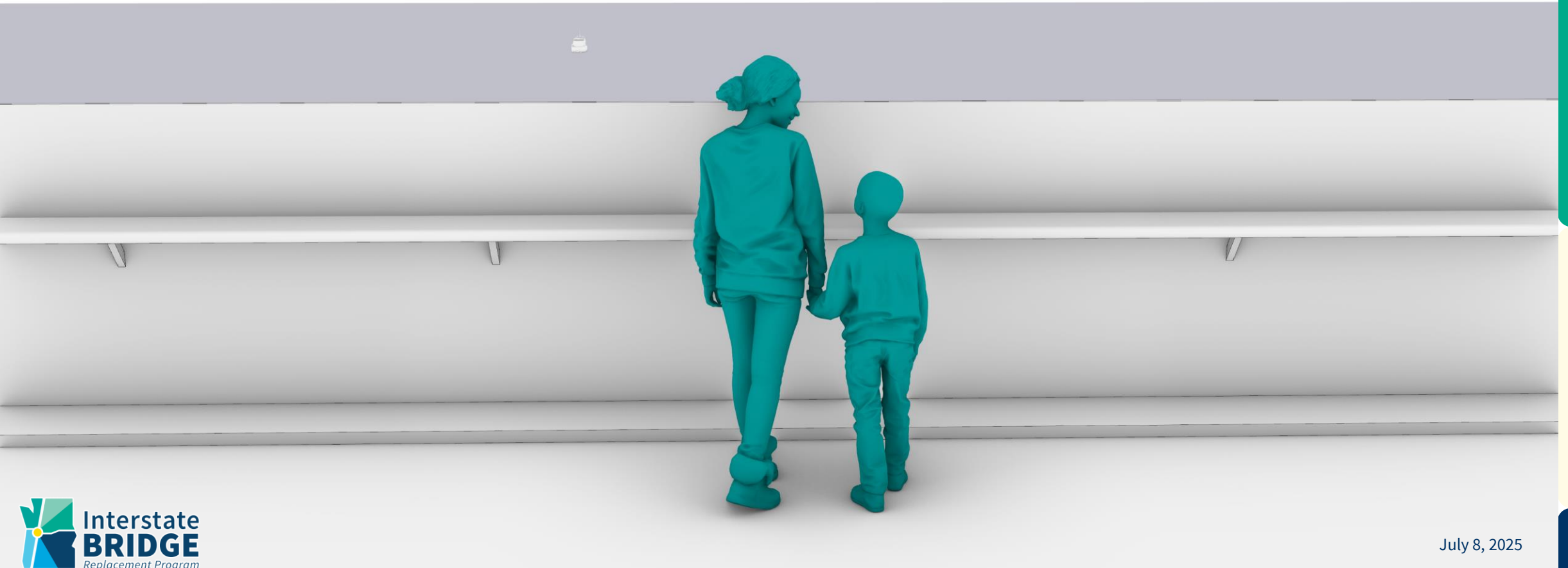
1. Principles and Goals

2. Architectural Characteristics

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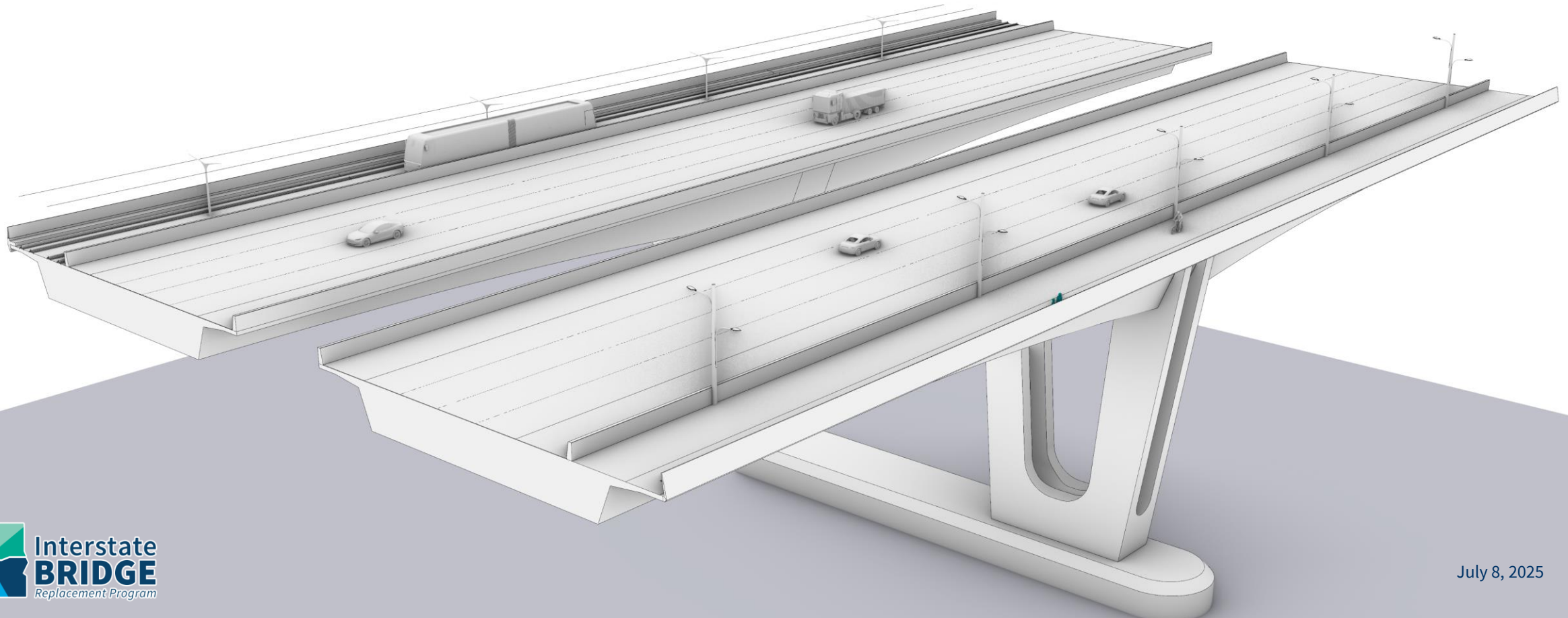
141

Diverse Deck Environments



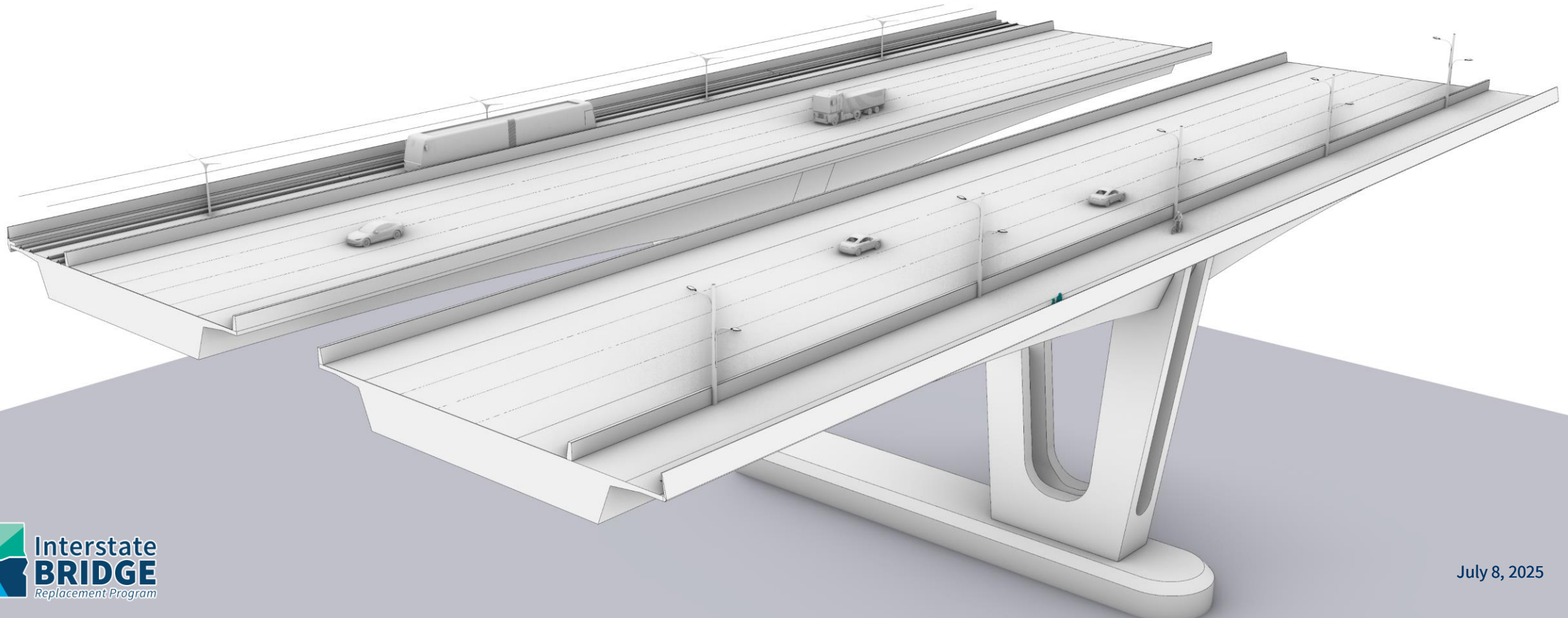
Diverse Deck Environments

Diverse Deck Environments



Diverse Deck Environments

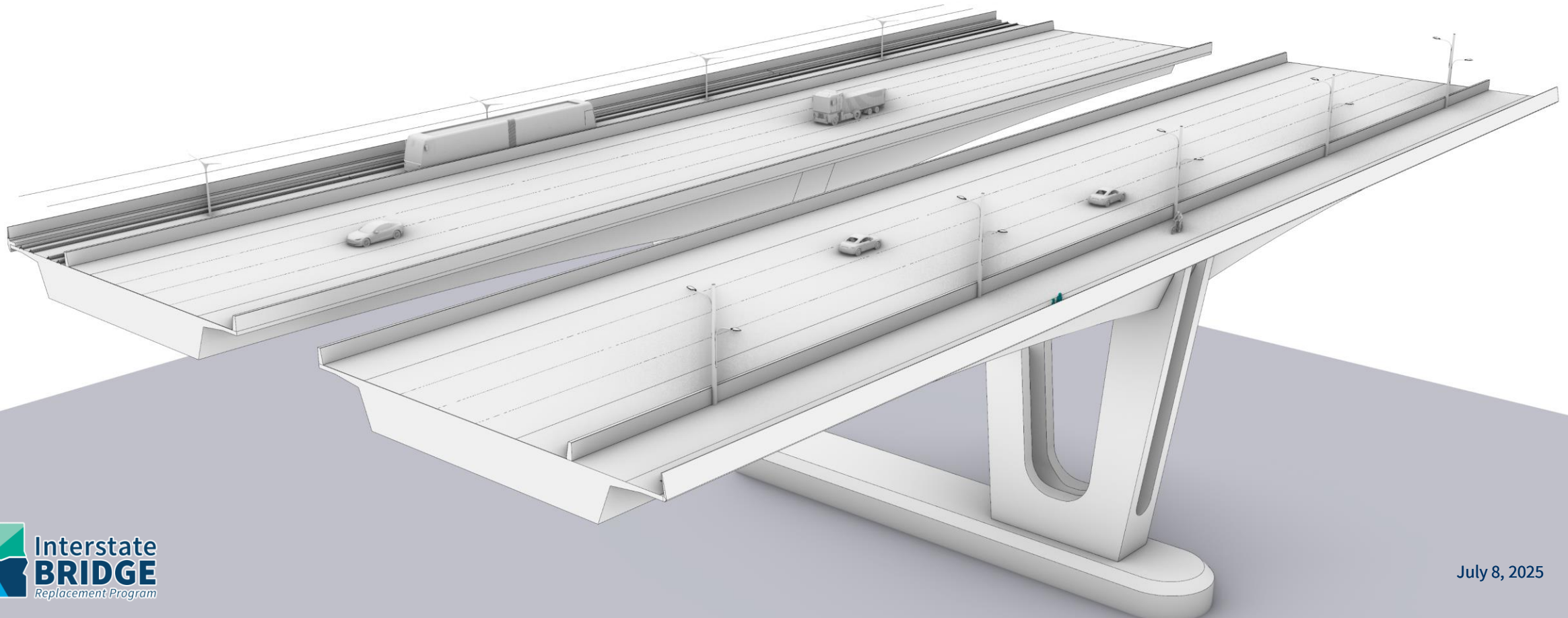
The deck features a variety of spaces, users, and speeds, all of which will need to be addressed through design variations.



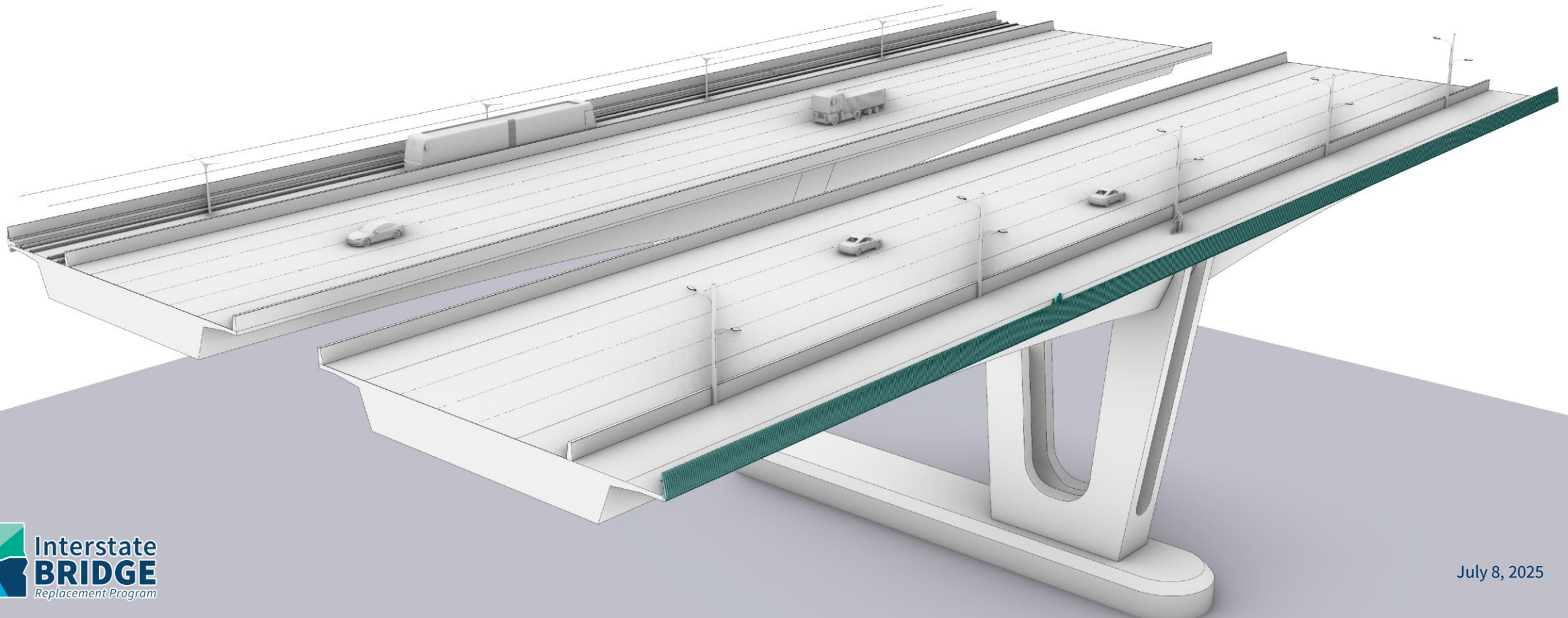
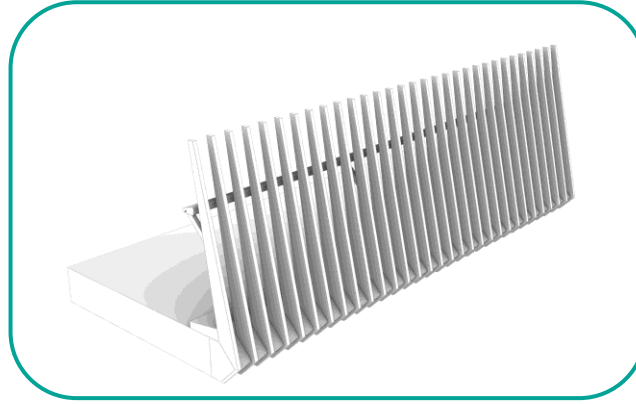
Parapets

The parapets (railings and barriers) will be used as a tool to provide a 'human scale.' Their architectural treatment will differ based on their role and proximity to users, ensuring the right balance between design optimization and safety, comfort and attractiveness of the crossing experience.

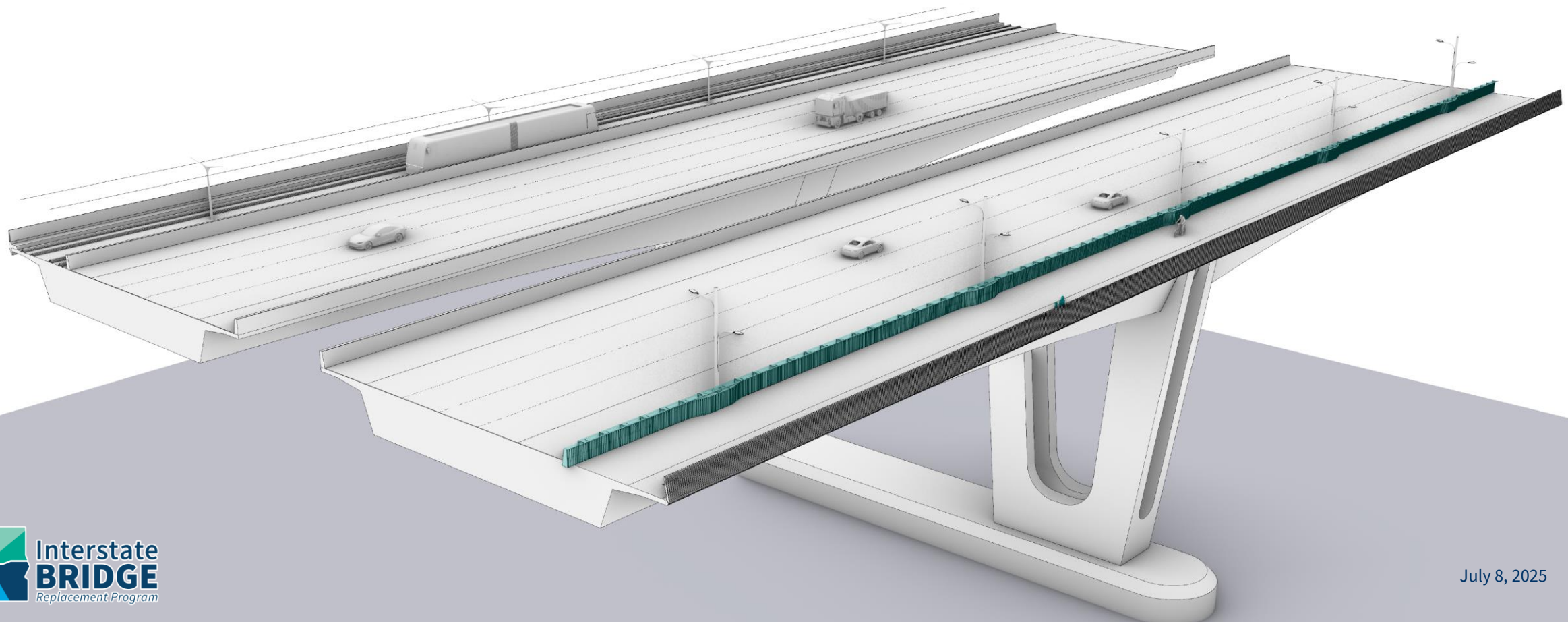
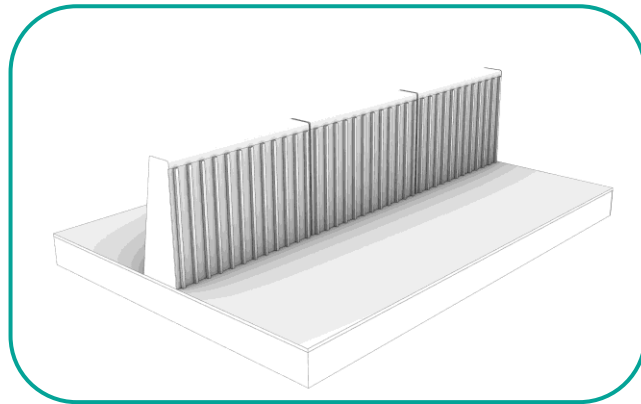
Parapets



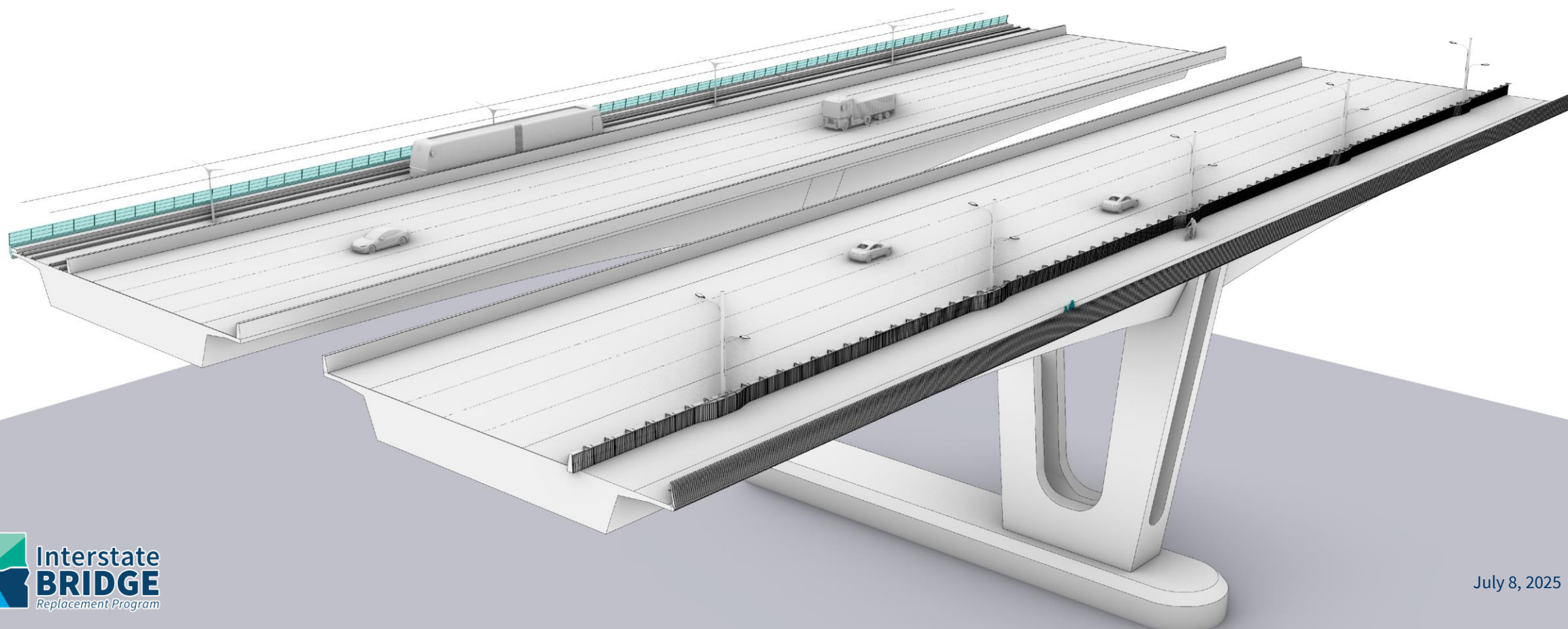
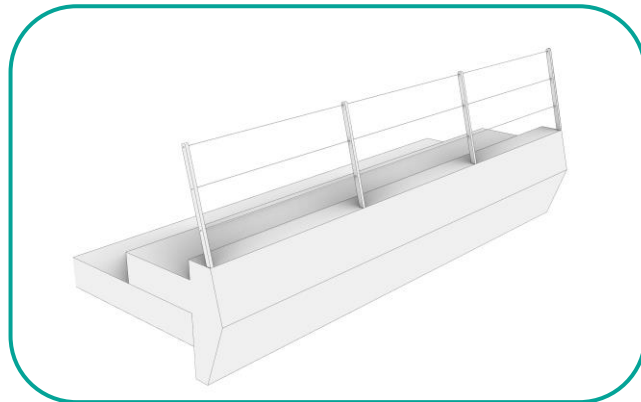
Parapets



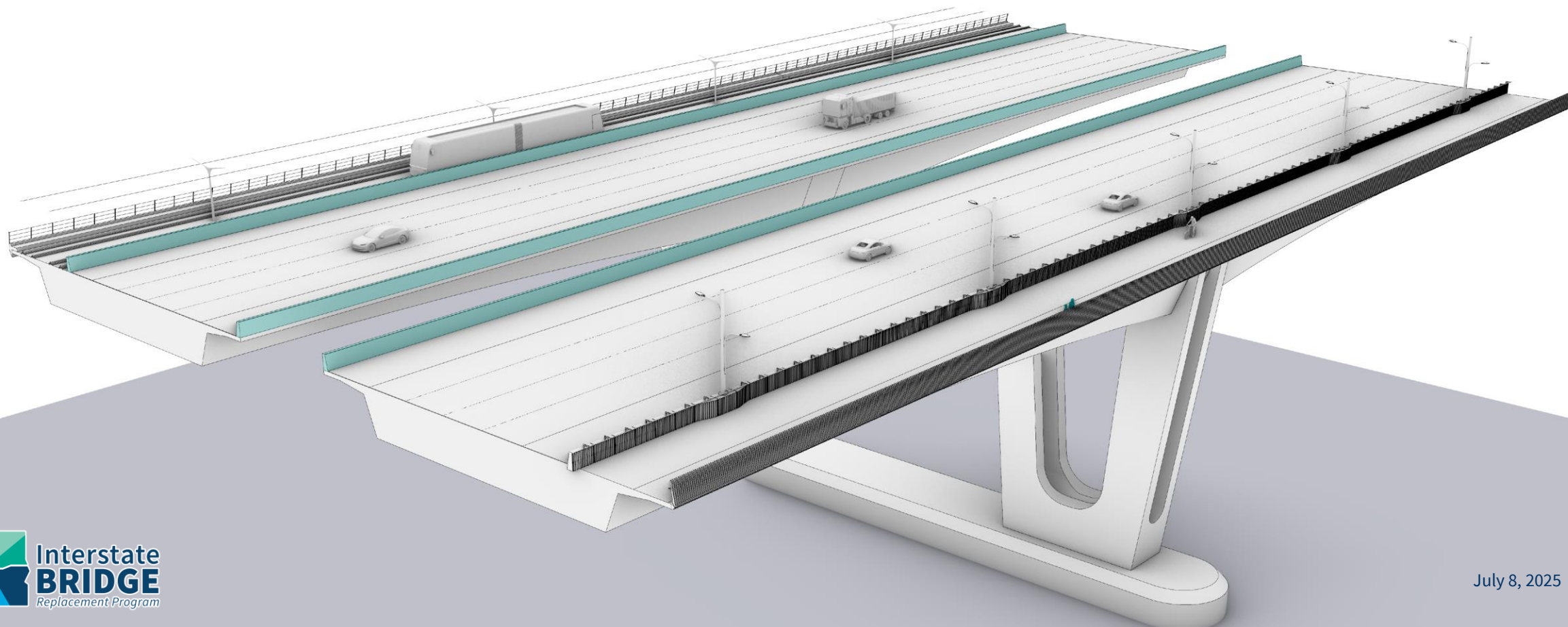
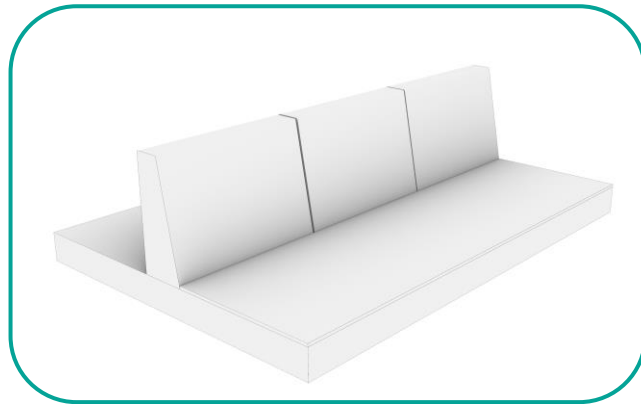
Parapets



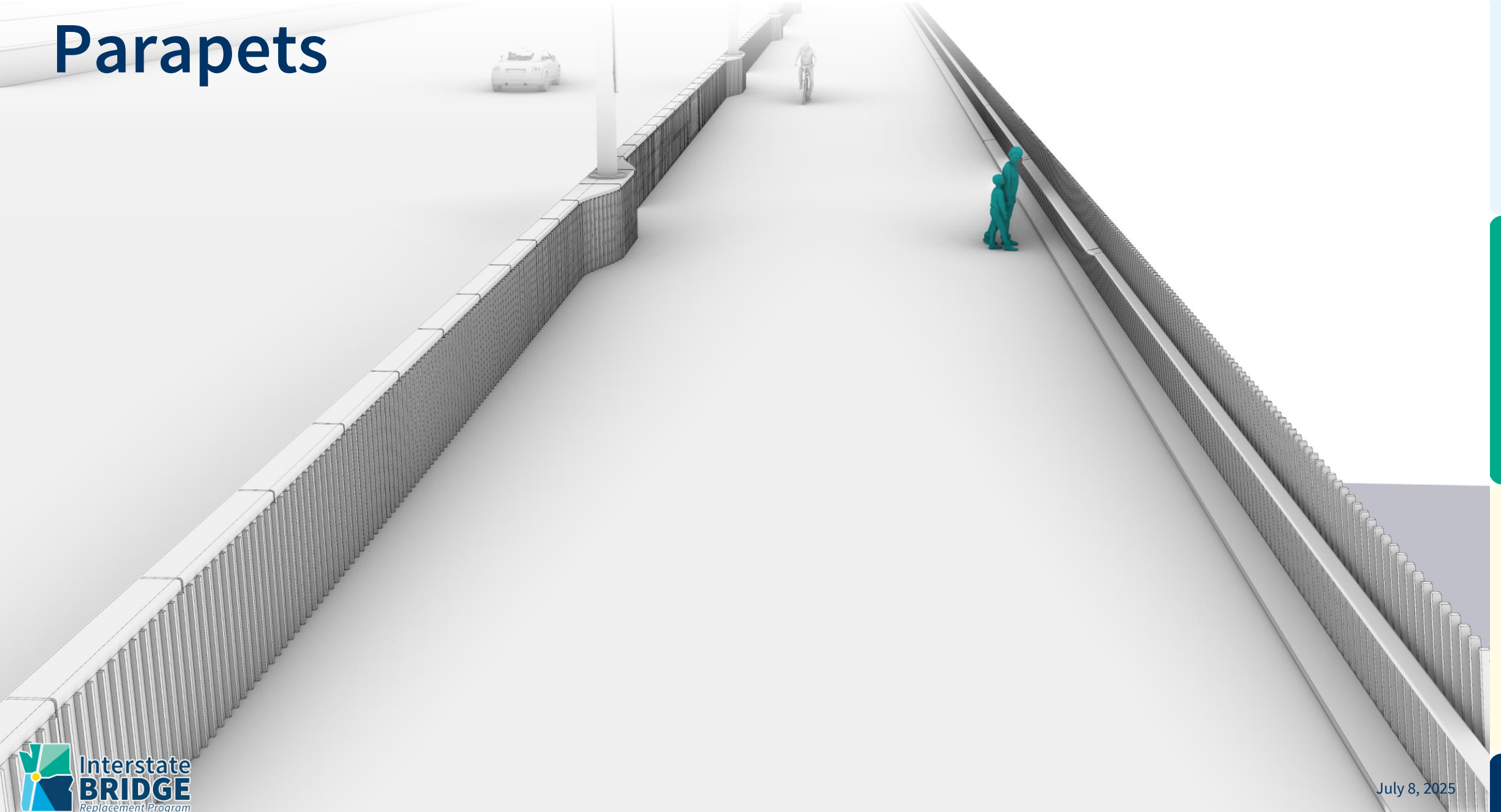
Parapets



Parapets



Parapets



Parapets



Parapets



Parapets



1. Principles and Goals

2. Architectural Characteristics

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Note: this graphic is intended to provide an example of possible architectural elements; it does not depict final design and is not intended for construction for the IBR Program.

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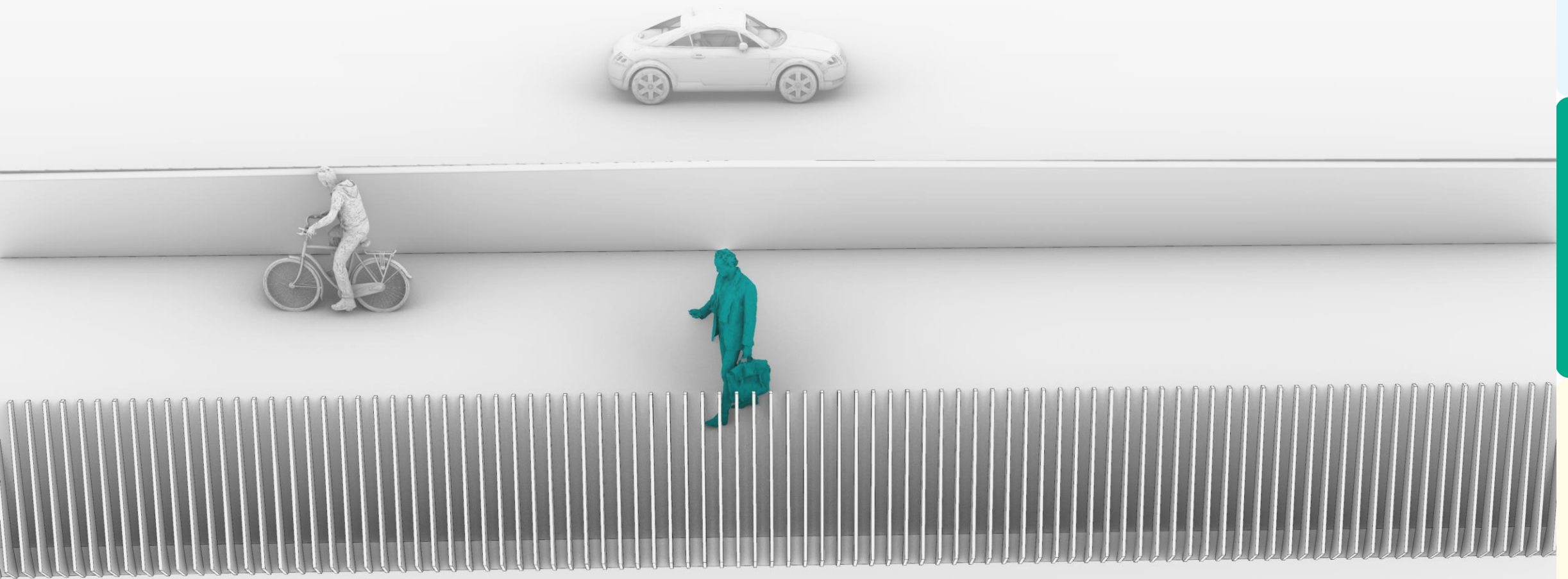
View OF

Experience FROM

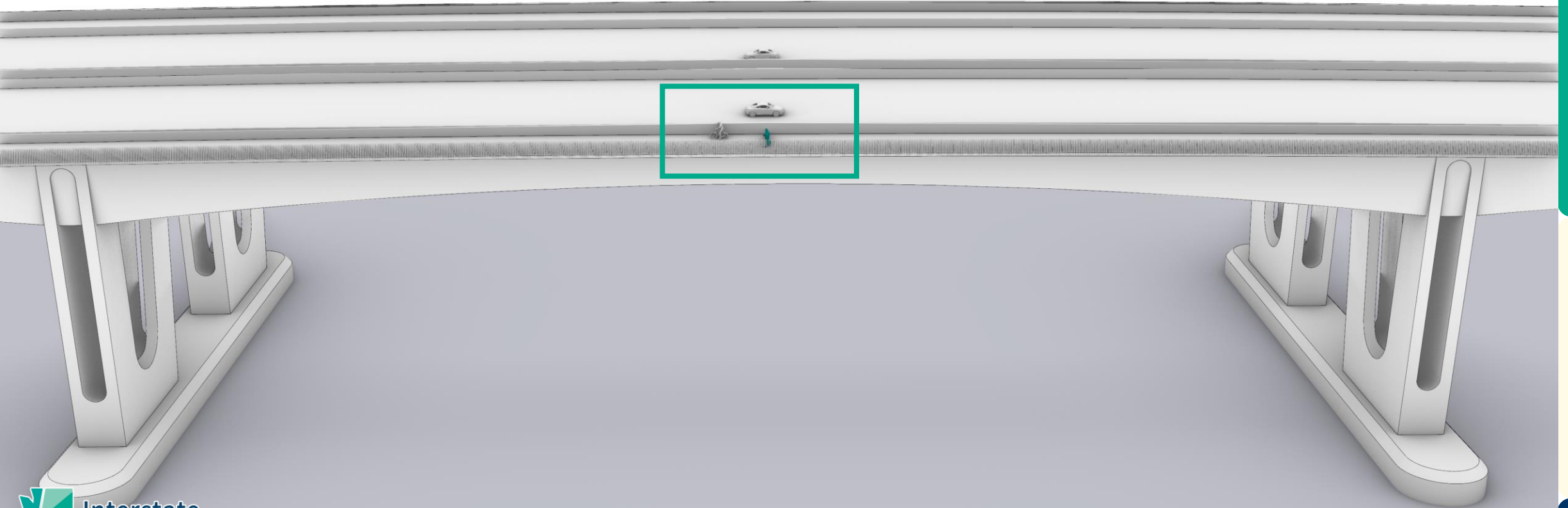
User Comfort:

Arrangement of spaces, access and route for active mobility should be clear, direct, legible and protected to provide a convenient enjoyable experience for all.

Long Journey



Long Journey



Long Journey

The experience for active travel users (walk, bike, roll) will be defined by the bridge's extreme length which could easily become monotonous and even discourage use.

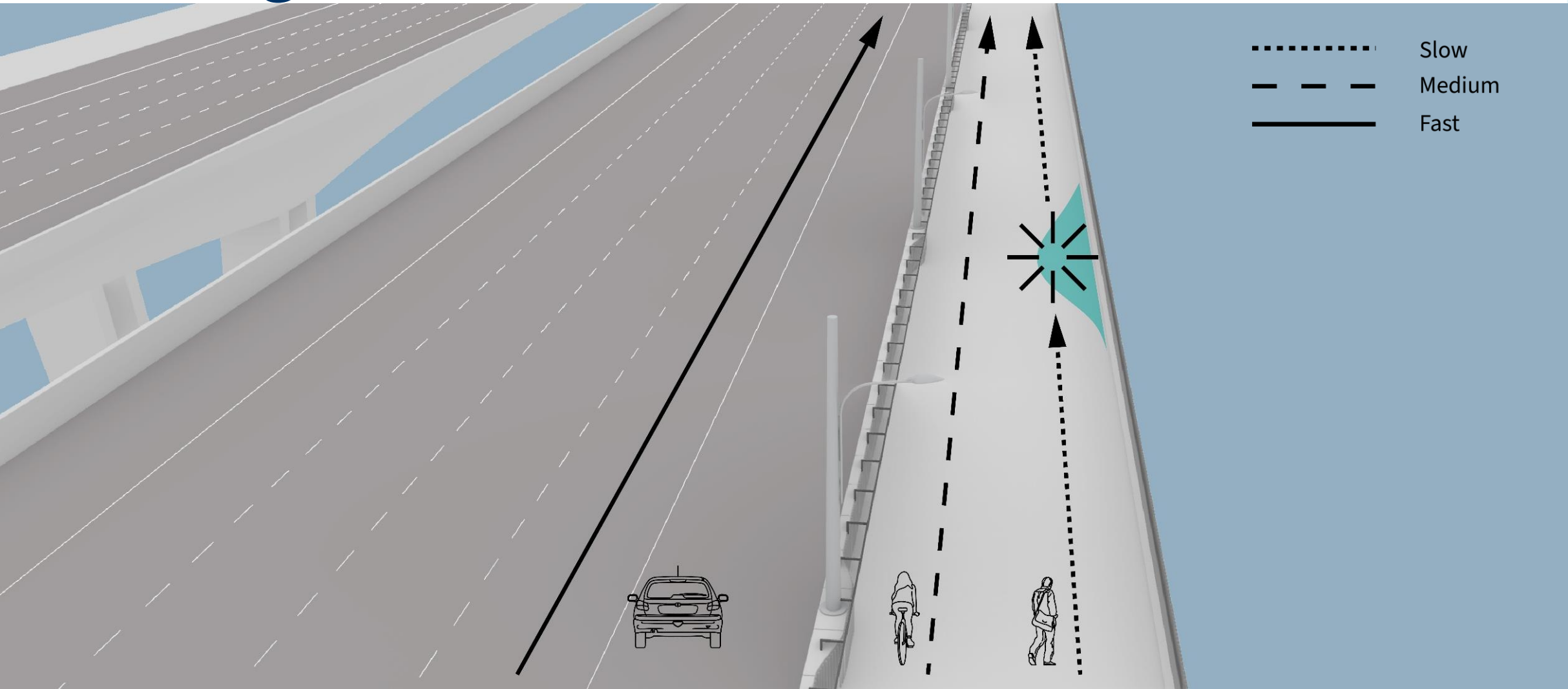


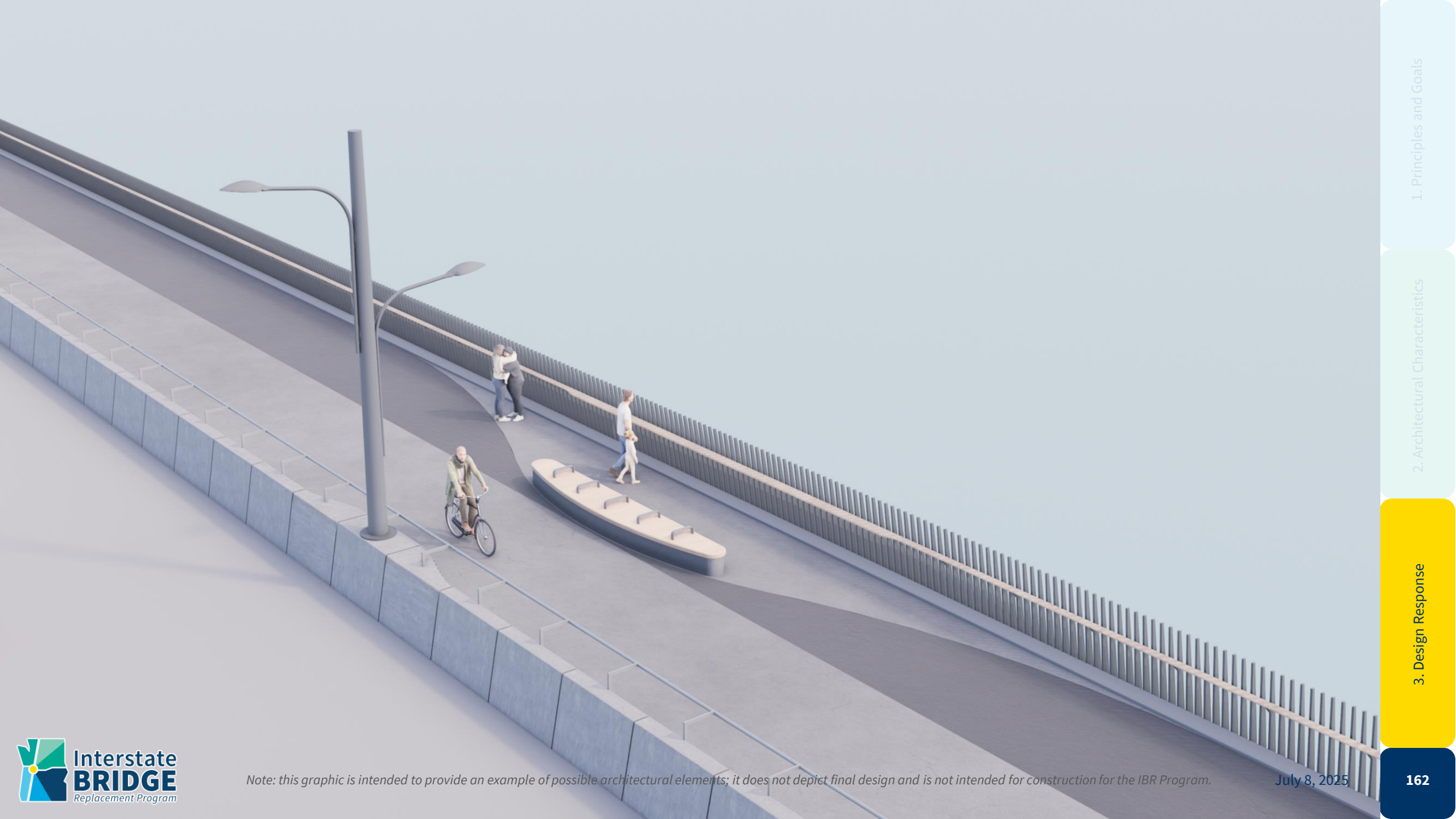
Resting Areas

To break up the length of the crossing for the most sensitive users, resting areas need to be provided.

These will be a place to enjoy the views and a marker by which one's progress in crossing the bridge can be perceived.

Resting Areas





View OF

Experience FROM

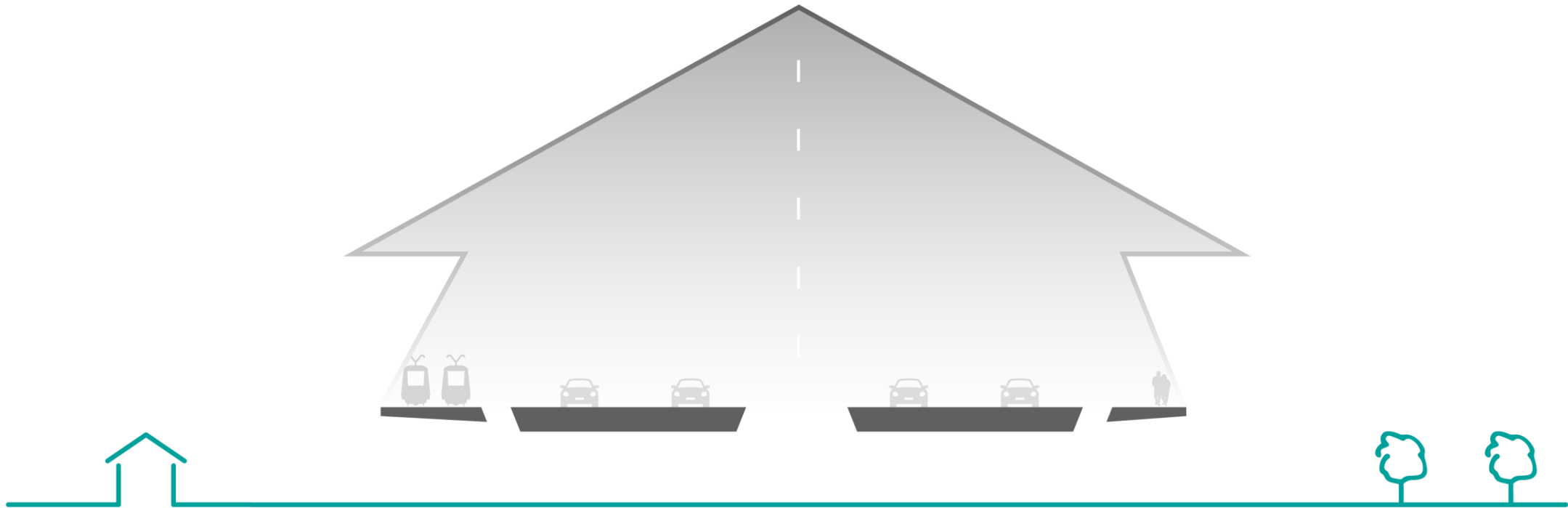
Local response:

Beyond meeting regional and national transportation needs, the program must adapt specifically to the local urban context it passes through

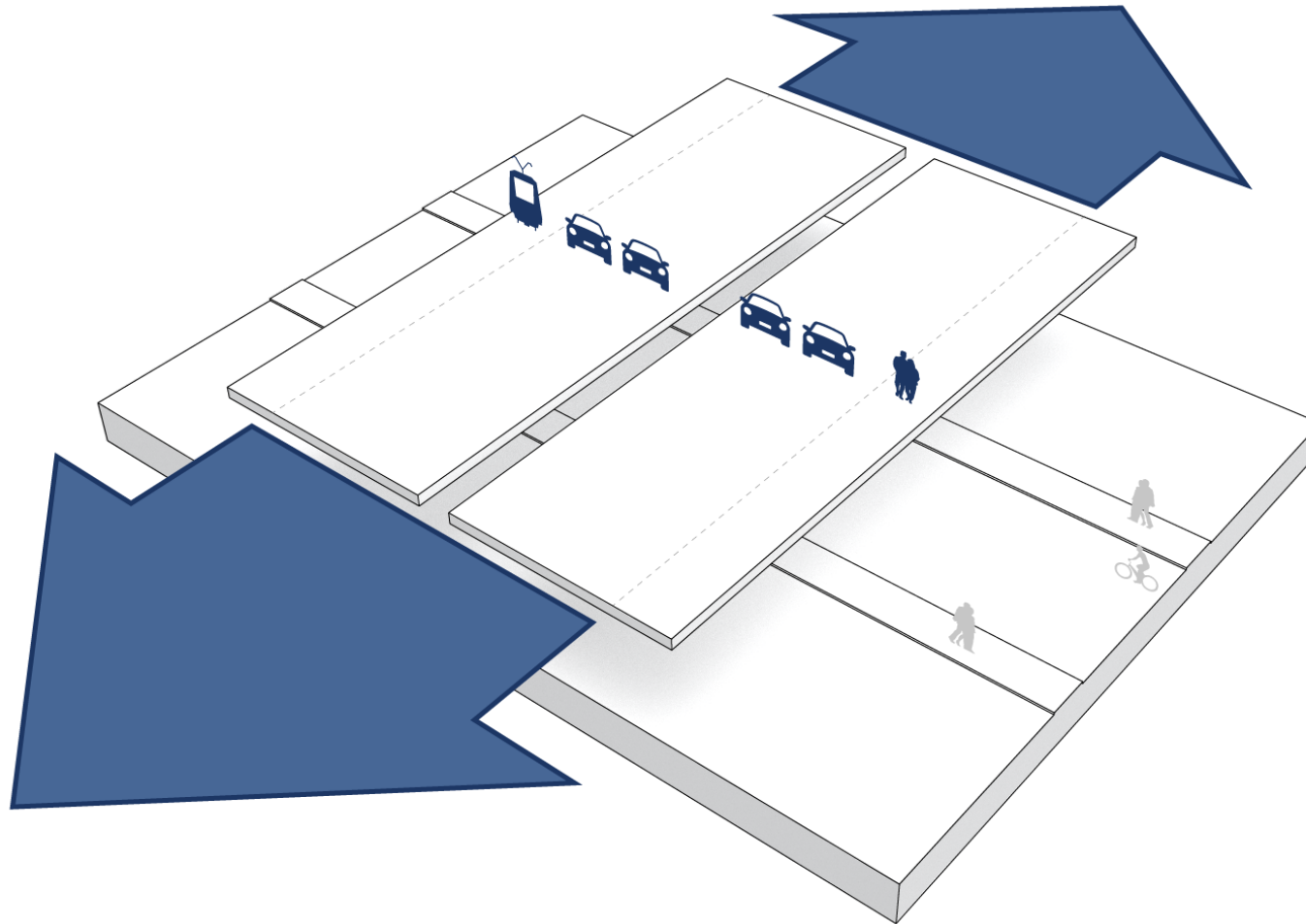
Speed and Scale Differential



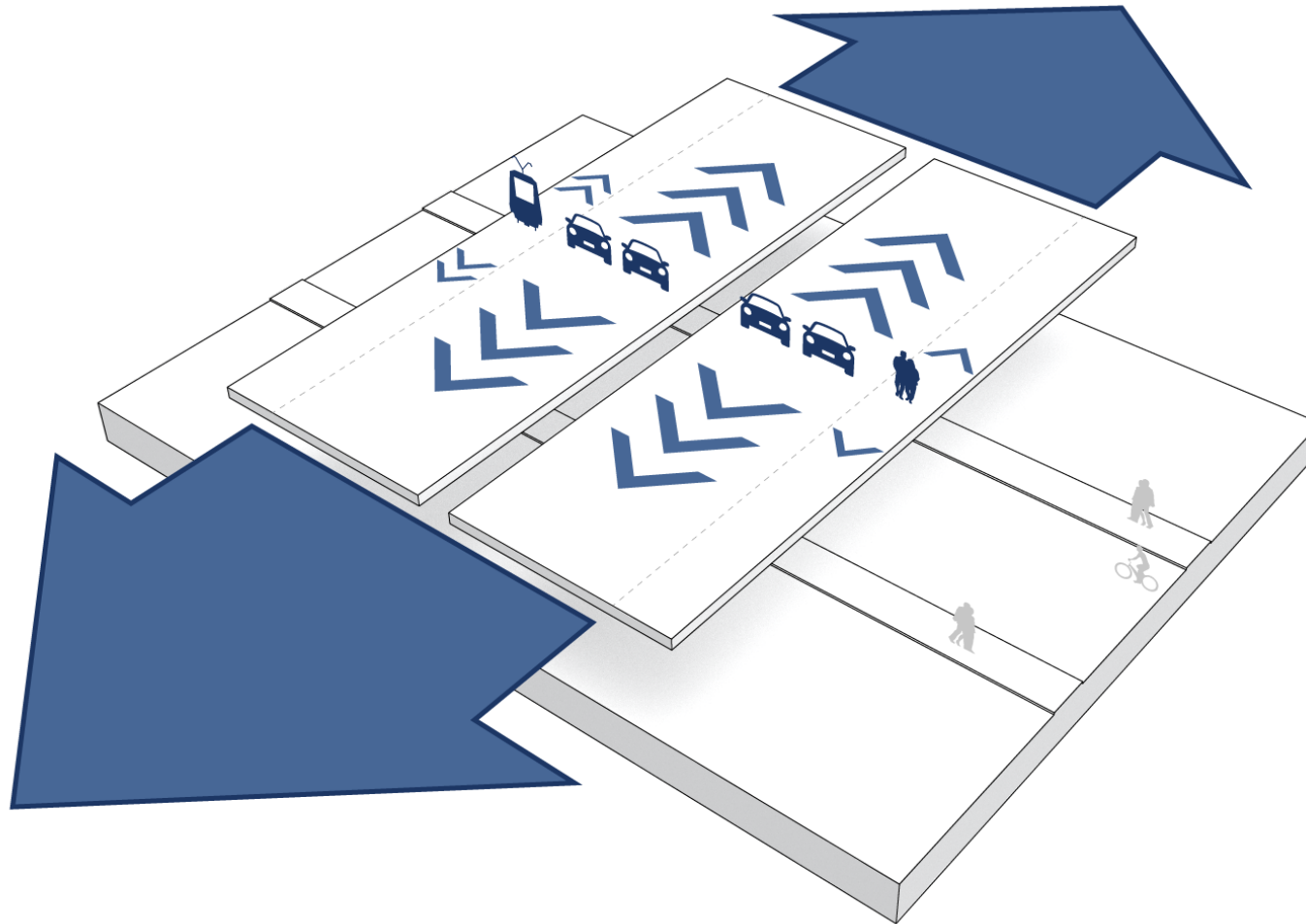
Speed and Scale Differential



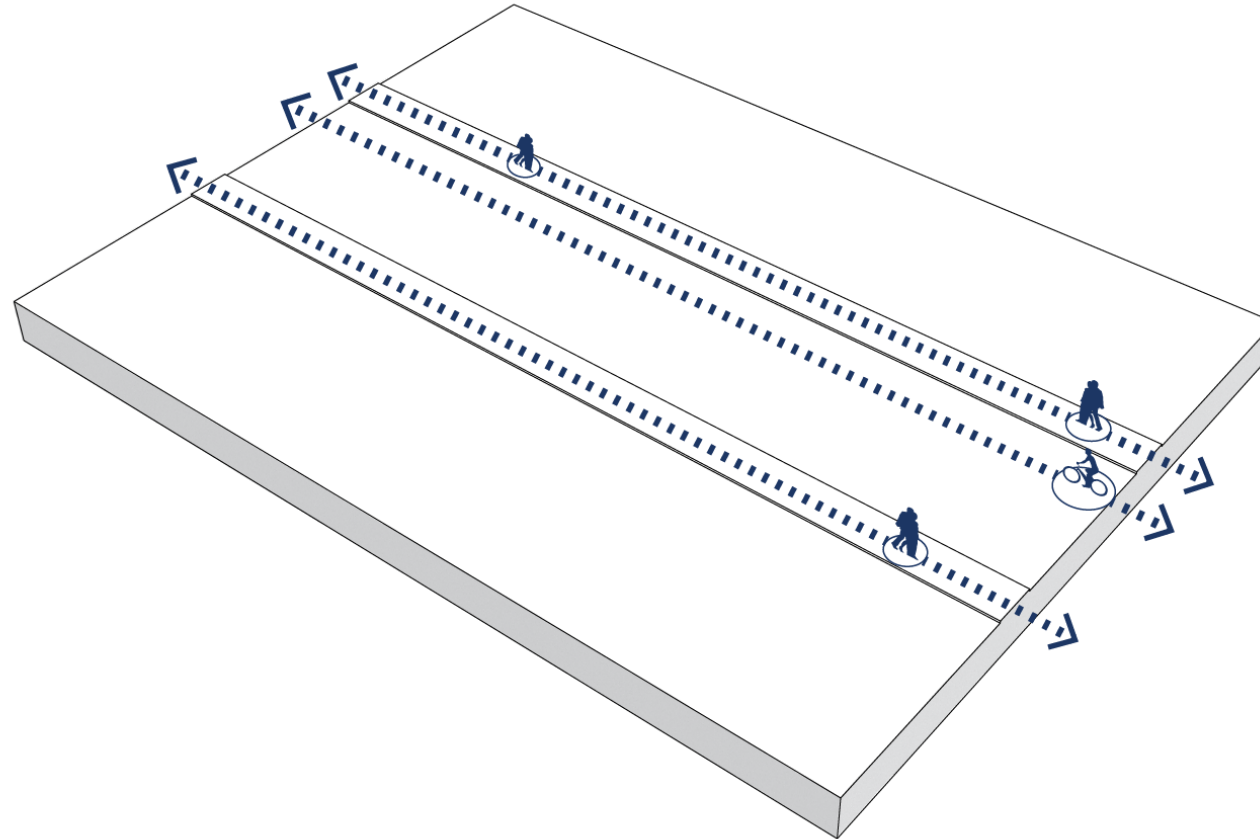
Speed and Scale Differential



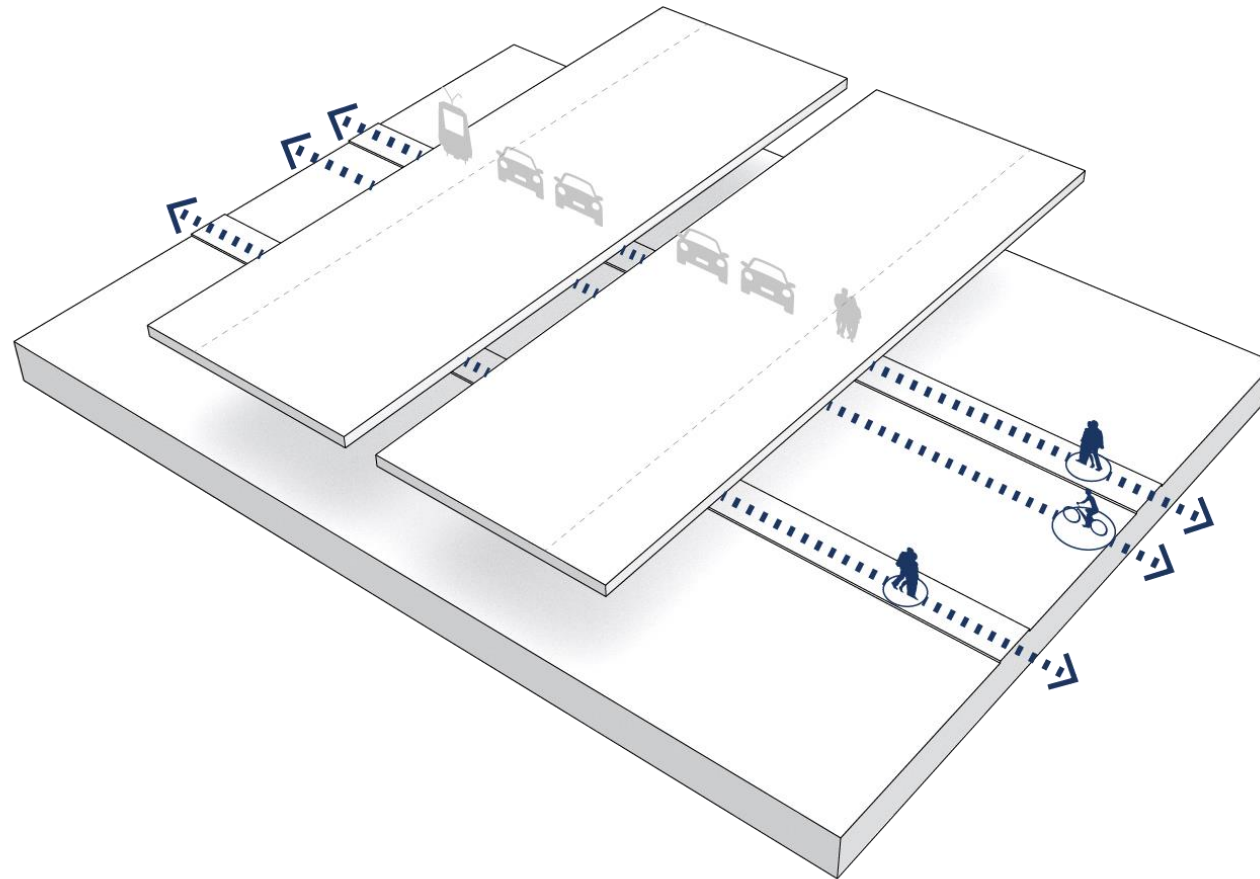
Speed and Scale Differential



Speed and Scale Differential

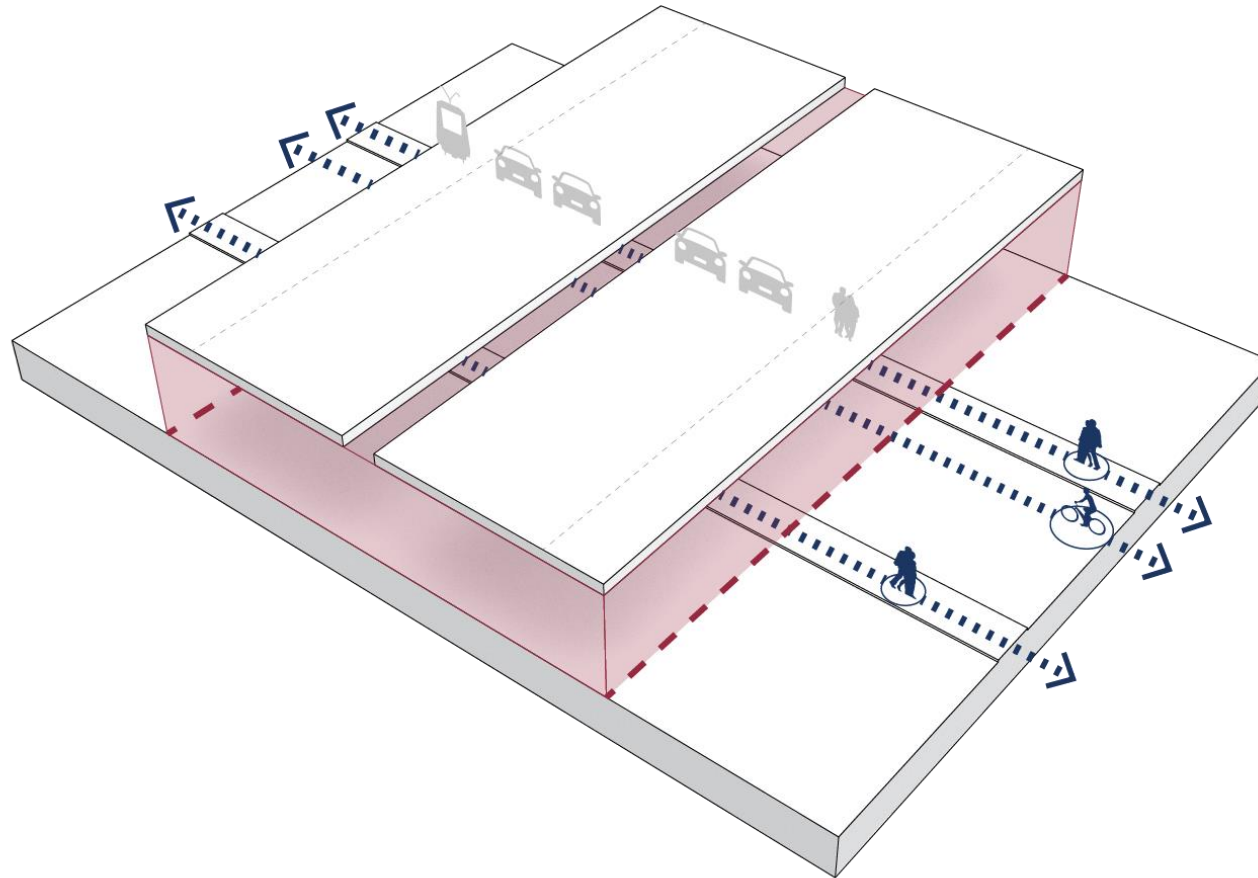


Speed and Scale Differential



Speed and Scale Differential

The program's scale and the speed differential inherent to its nature pose a risk of it being perceived as an urban barrier

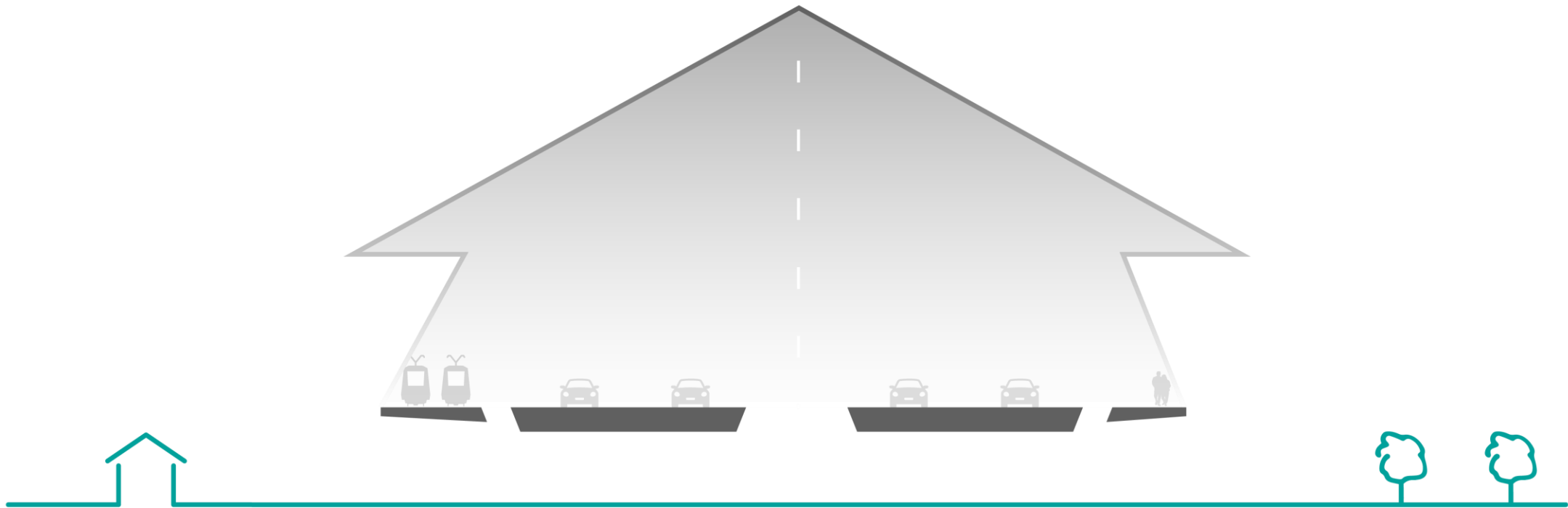


Sandwich Concept

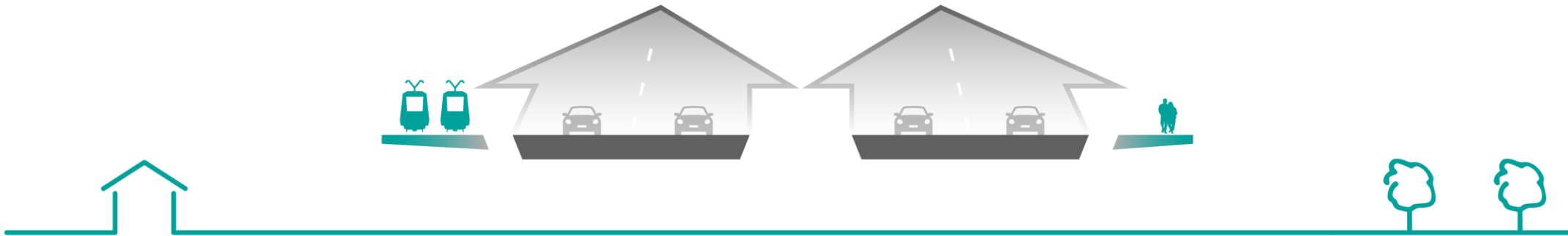
The Main Crossing's edges and their landside extensions will serve as a filter, reducing the scale and speed difference as they transition into the surrounding urban environment.

These areas will feature a finer level of detail.

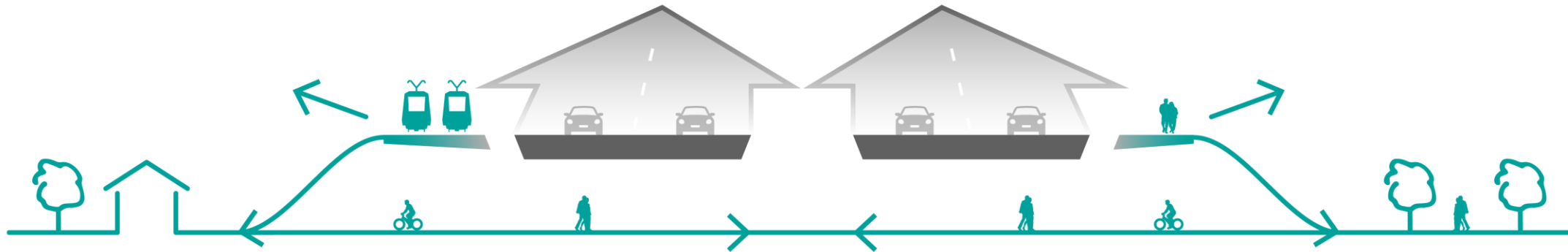
Sandwich Concept



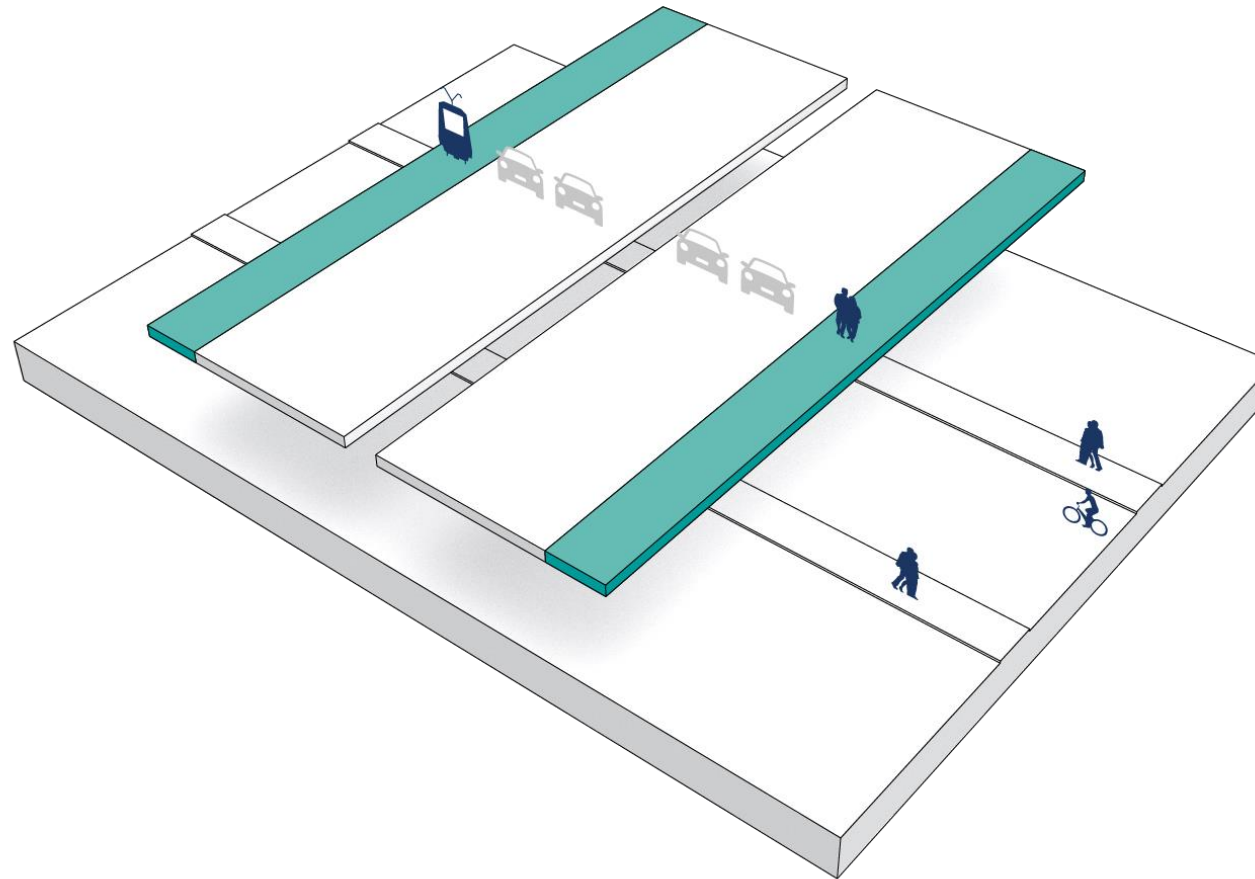
Sandwich Concept



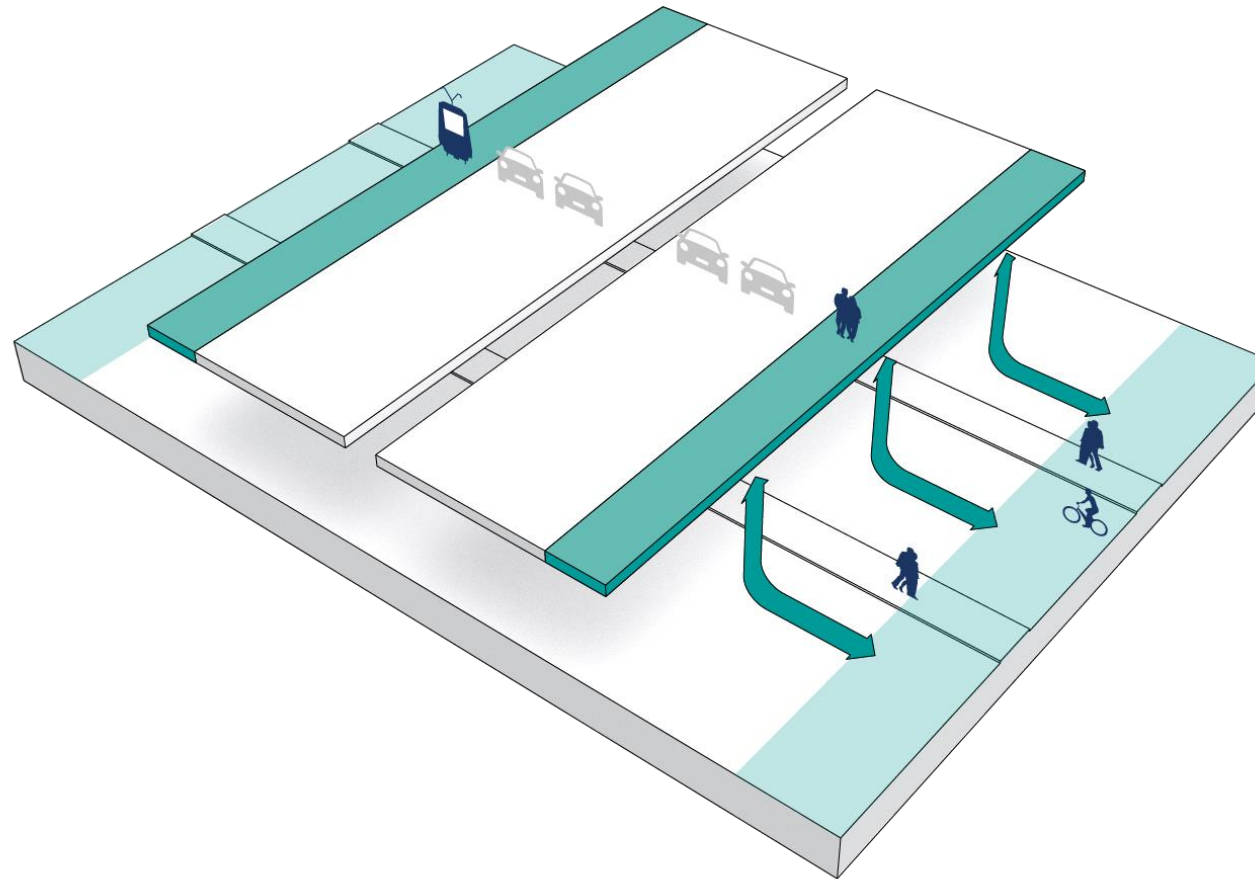
Sandwich Concept



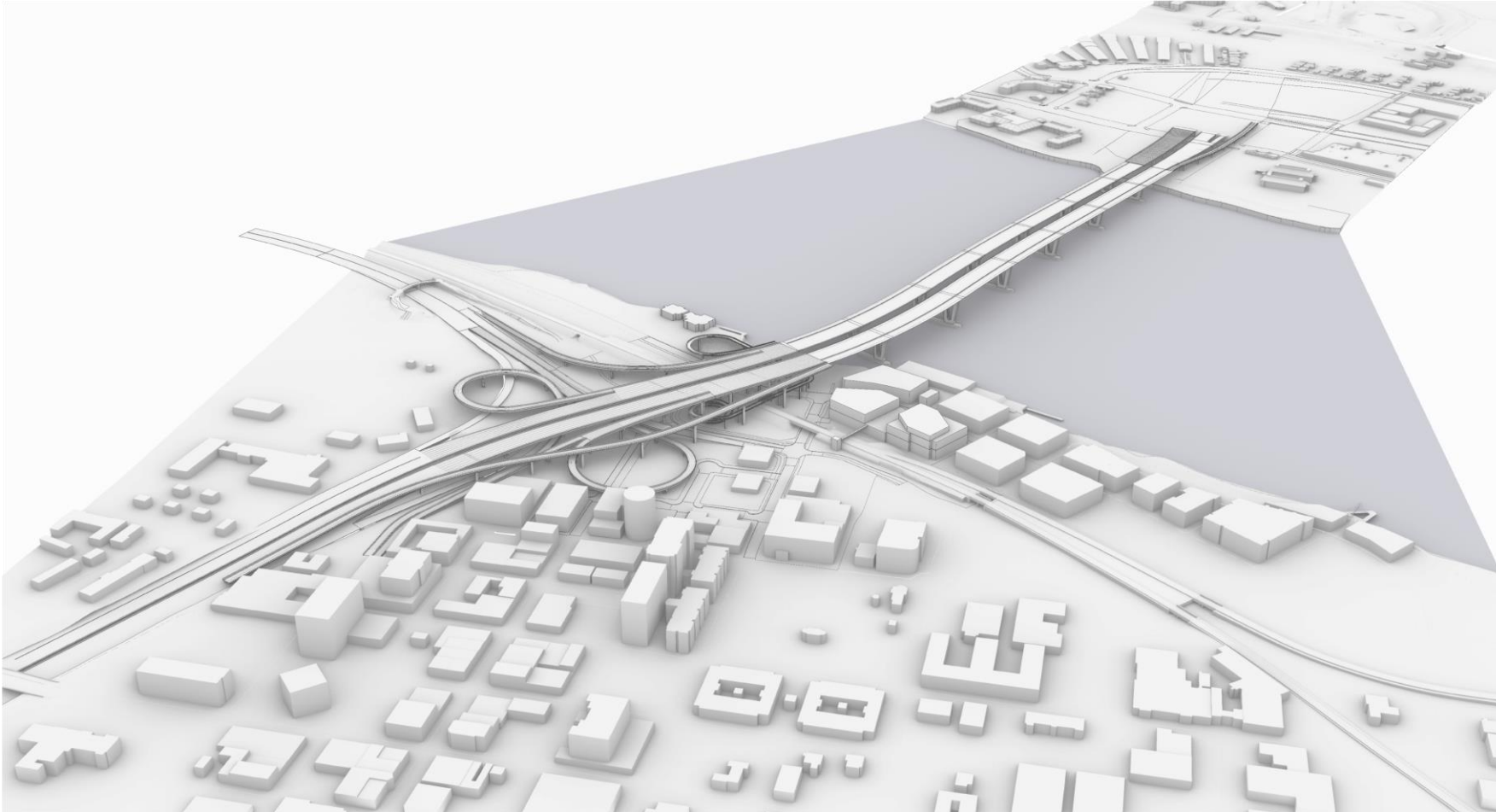
Sandwich Concept



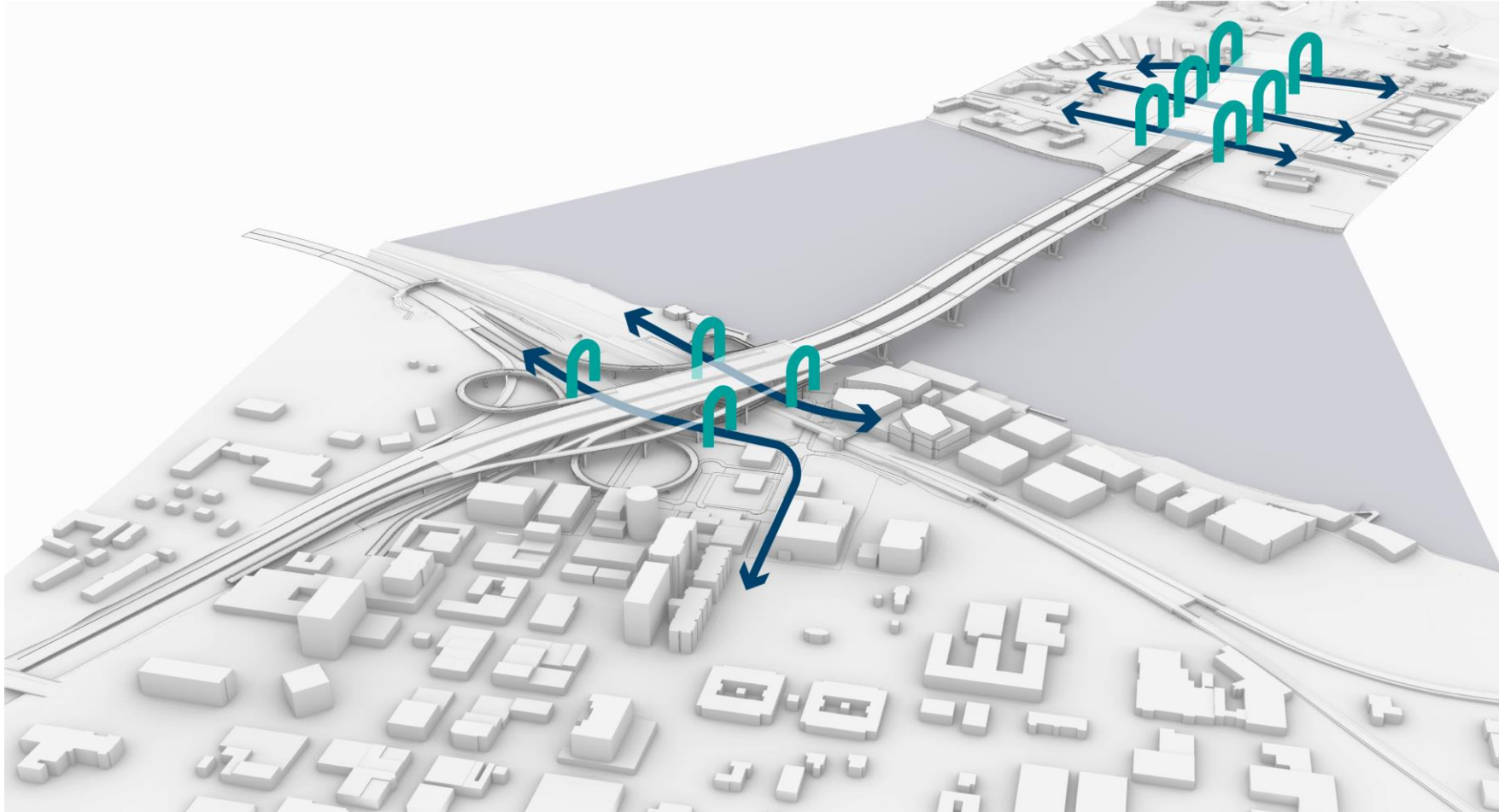
Sandwich Concept



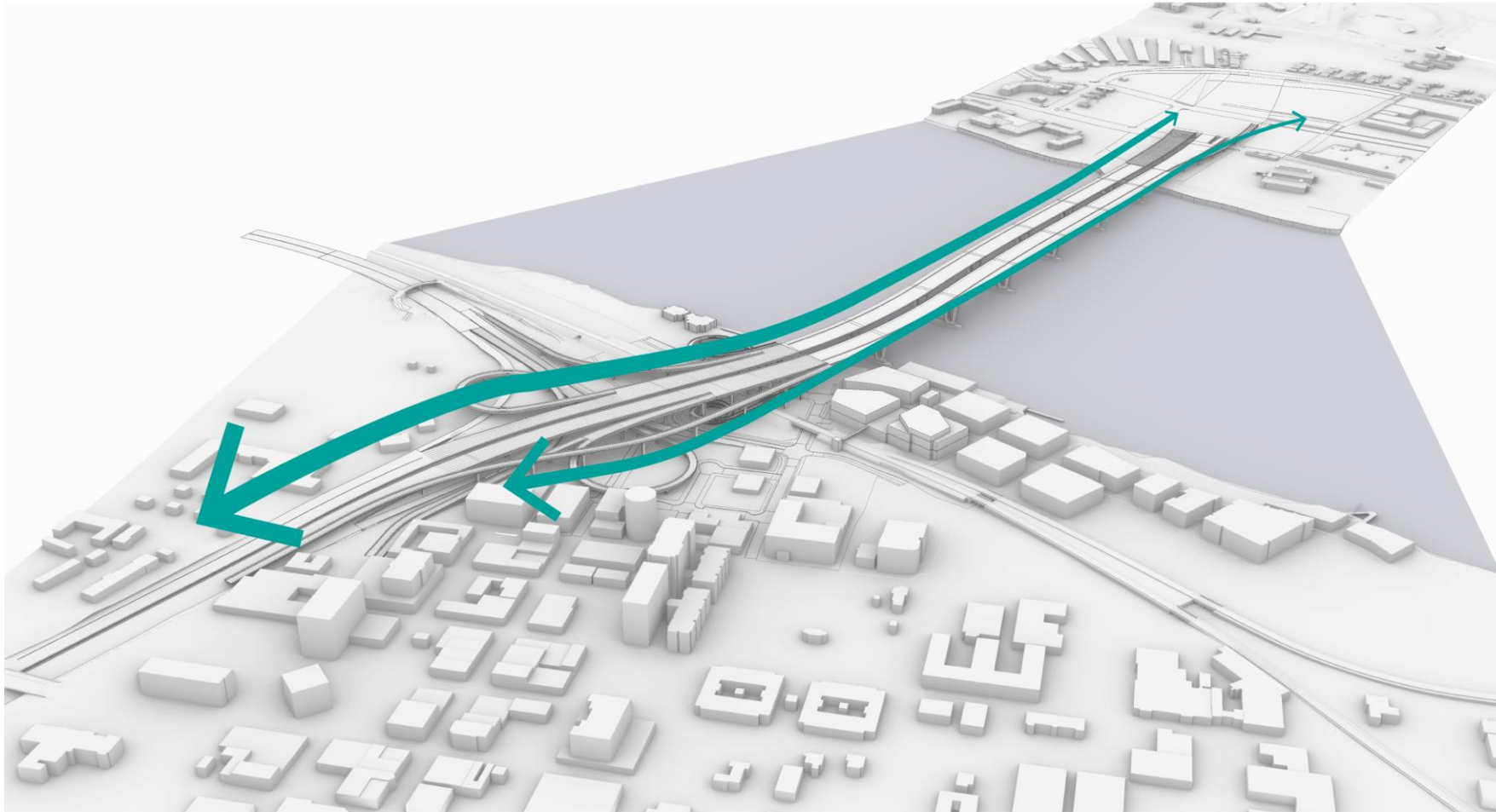
Sandwich Concept



Sandwich Concept



Sandwich Concept





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View OF

Experience FROM

Questions & Observations

Public Comment

Comment Instructions

To make a verbal comment:

- ▶ To make a live comment via phone, dial: +1 669 900 6833 or +1 408 638 0968
 - Meeting ID: 897 7533 8358
 - Passcode: 701942
- ▶ Dial *9 to raise your hand
- ▶ The facilitator will call on participants to provide comment
- ▶ Dial *6 to unmute yourself
- ▶ Please provide your name and affiliation
- ▶ 10-minute timeframe will be divided among the number of requested speakers

If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.



Comment Instructions

To submit comments after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to **info@interstatebridge.org** with “CAG+EAG Public Comment” in the subject line.



- ▶ Call **360-859-0494** (Washington), **503-897-9218** (Oregon), **888-503-6735** (toll-free) and state "CAG+EAG Public Comment" in your message.
- ▶ Written comments need to explicitly say “**CAG+EAG Public Comment**” in the subject line or in the body of the message for them to be identified and distributed to CAG and EAG members.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.

Next Steps

► Community Advisory Group and Equity Advisory Group Workshop

- August 27, 2025 – 12:00pm – 2:00pm (In-person, IBR Office)
 - *Virtual or in-person option available for public viewing*
- Topics include:
 - Land-based structures - shared use path, light rail structures and highway land structures
 - Landscaping – urban landscape, design character, viewpoints, under structure considerations, etc.
 - Wall treatments – sound walls and retaining walls



Closing

Greg Johnson, IBR Program Administrator



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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Thank you!

www.interstatebridge.org