Earthquake Ready Burnside Bridge –

Portland Planning and Sustainability Committee Briefing

Multnomah County Department of Community Services Transportation Division

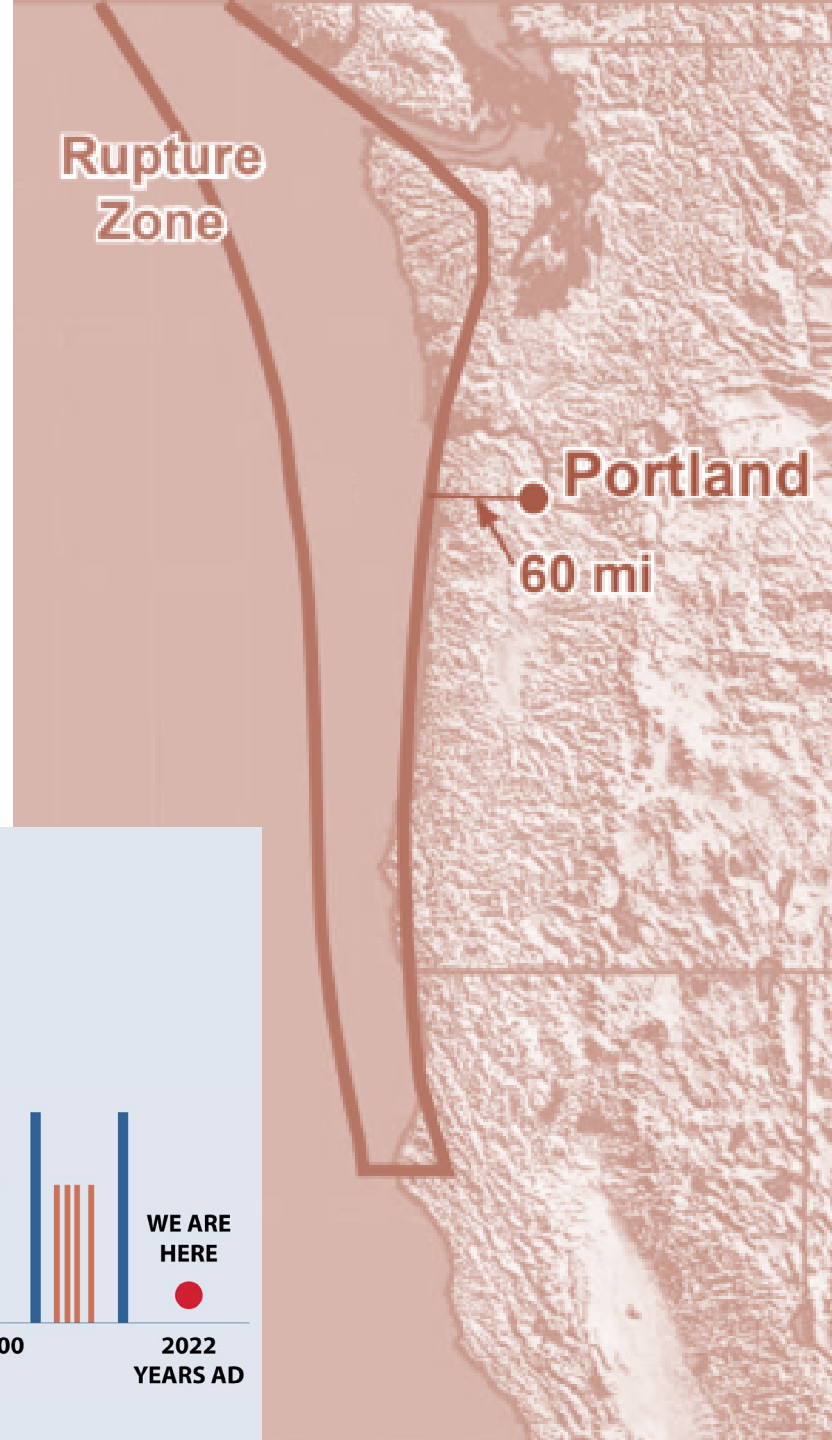
May 10, 2022

Multnomah County

EARTHQUAKE READY BURNSIDE BRIDGE

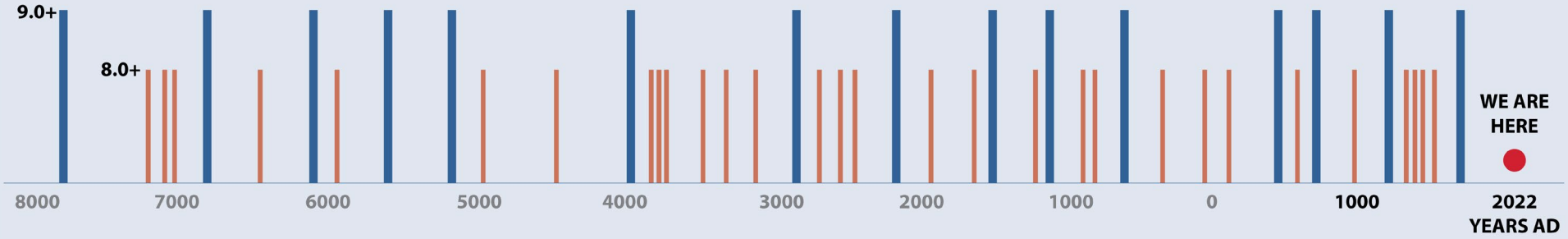
Why is there a need for a seismically resilient Willamette River Crossing?

- **Regional earthquake risk**
- **1 in 3 chance of a magnitude 8+ earthquake occurring within 50 years**



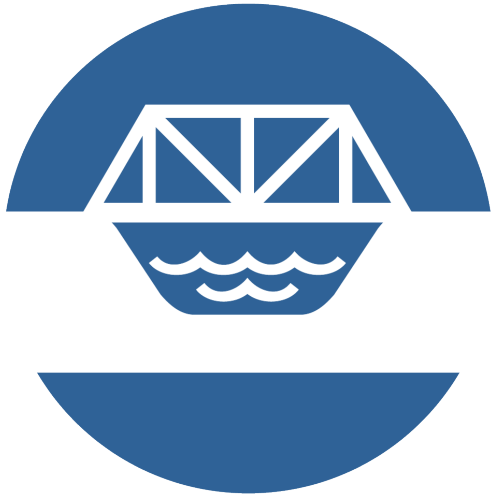
CASCADIA SUBDUCTION ZONE (CSZ) EARTHQUAKE

Last major quake in Oregon occurred 322 years ago, a timespan that exceeds 75% of the intervals between the major quakes to hit Oregon over the last 10,000 years.



Why rebuild the Burnside Street Bridge to be earthquake ready?

EQRB Purpose

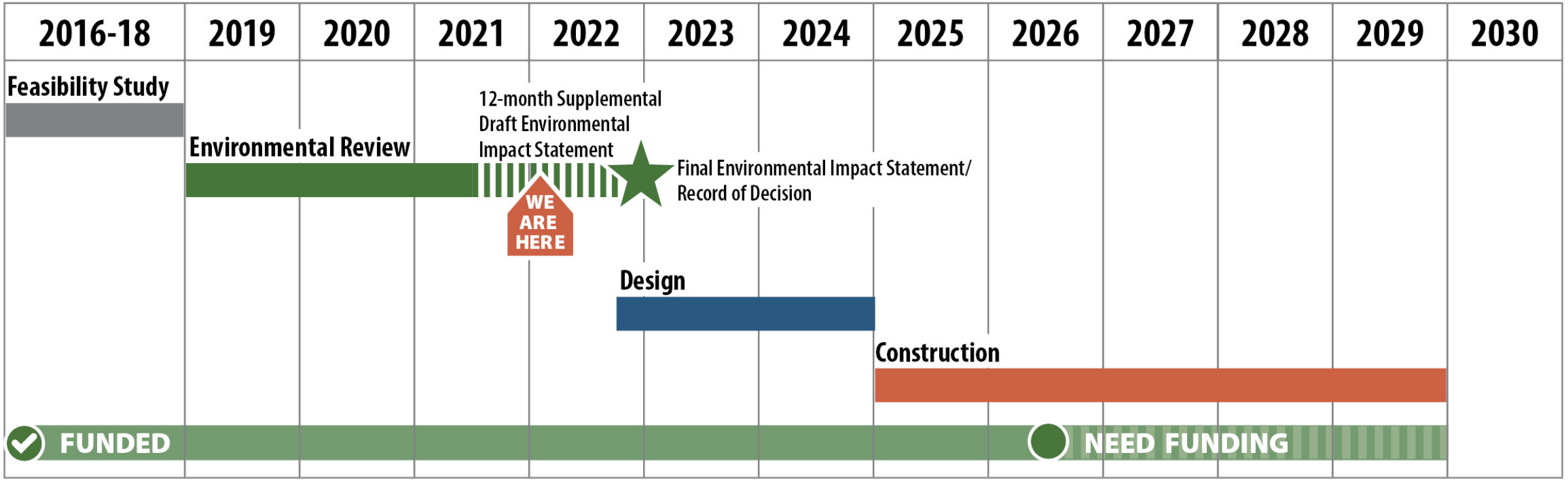


Seismic Resiliency and Emergency Response

Regional Recovery and Rebuilding

Long-term Multi-modal Use

Project Timeline



Environmental Review

Range of Alternatives & Evaluation Criteria

Preferred Alternative

Draft Environmental Impact Statement

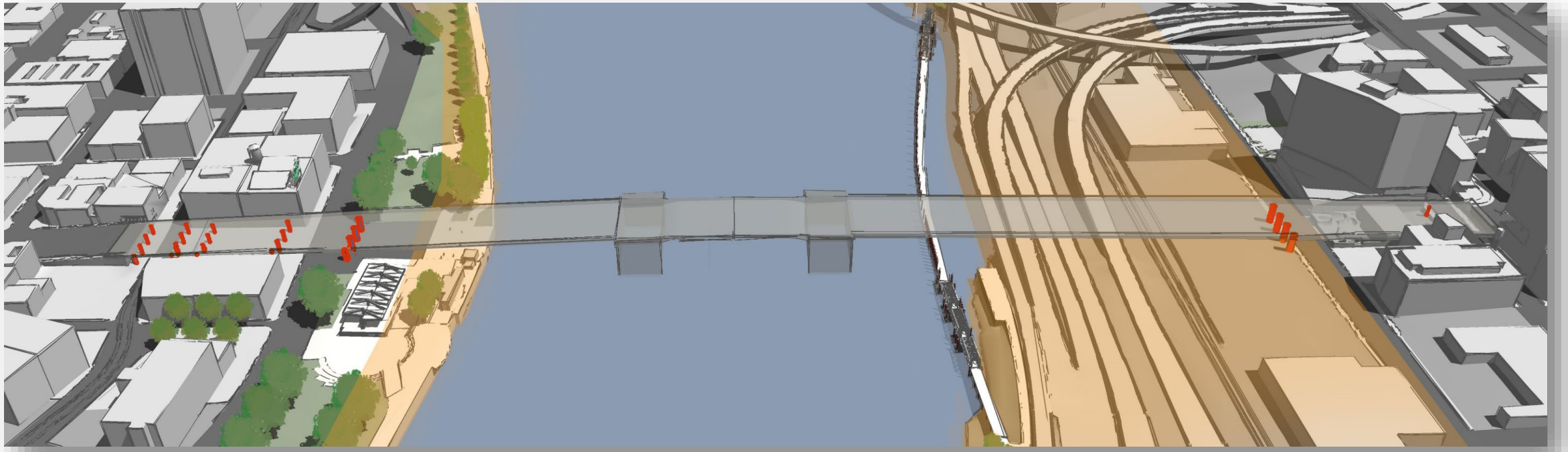
Refinements to Preferred Alternative

Supplemental Draft Environmental Impact Statement

Final EIS & Record of Decision

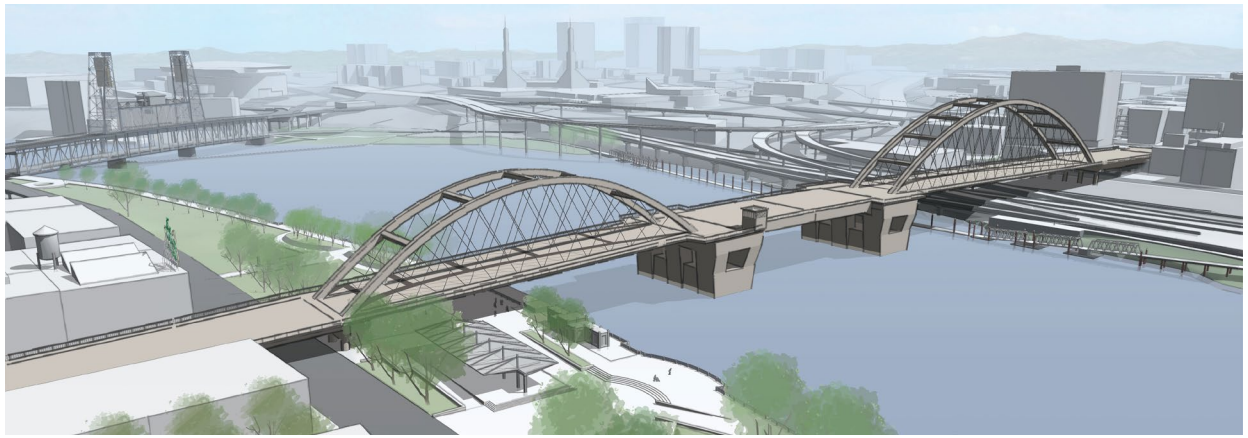
Preferred Alternative

Replacement Long Span

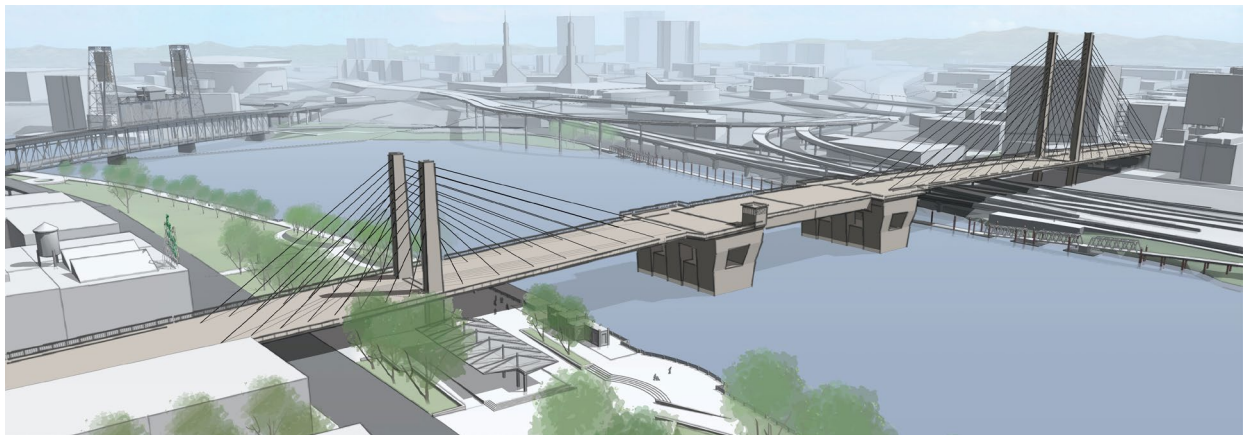


Preferred Alternative

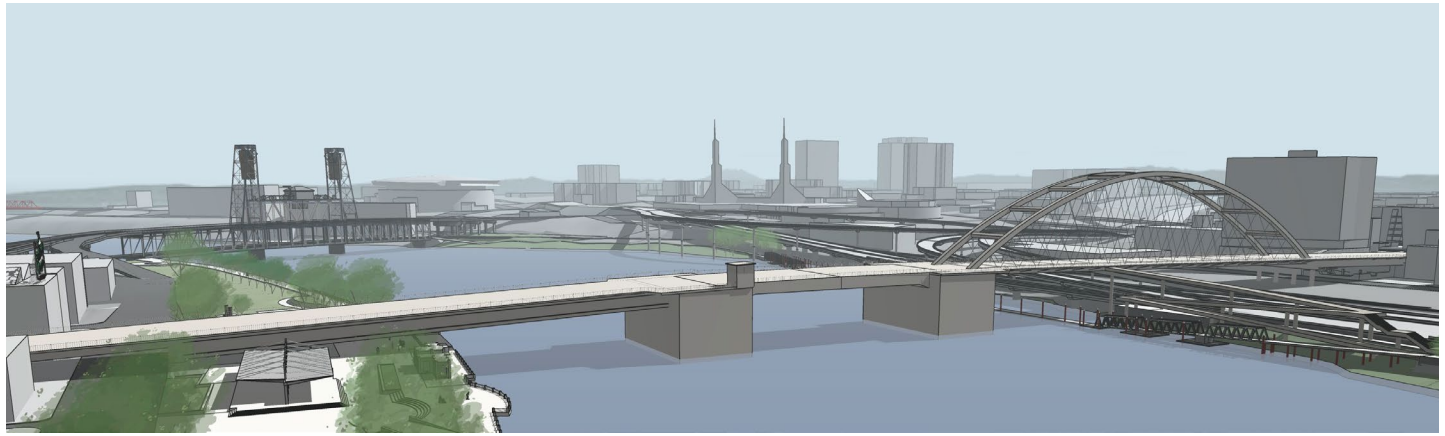
Replacement Long Span



Tied Arch

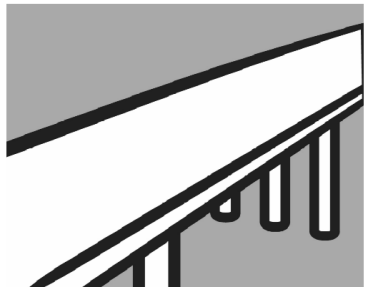


Cable Supported

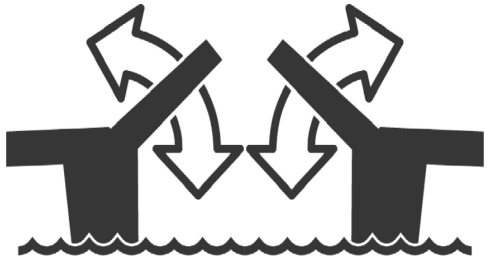


Westside Girder

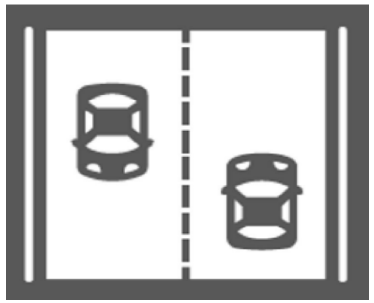
Preferred Alternative Refinements



Westside Girder Span



Bascule Movable Span



Bridge Width

Preferred Alternative Refinements

Westside Girder

$20-$40 million savings

Concept rendering

- Revised initial Girder concept to provide higher vertical clearance and more open views in Waterfront Park
- Meets permitting requirements and has least environmental impacts
- Provides highest cost savings of the options studied
- Has support from key stakeholder groups

Preferred Alternative Refinements

Movable Span

Vertical Lift

Bascule

Preferred Alternative Refinements

Bascule Movable Span

$25-$35 million savings

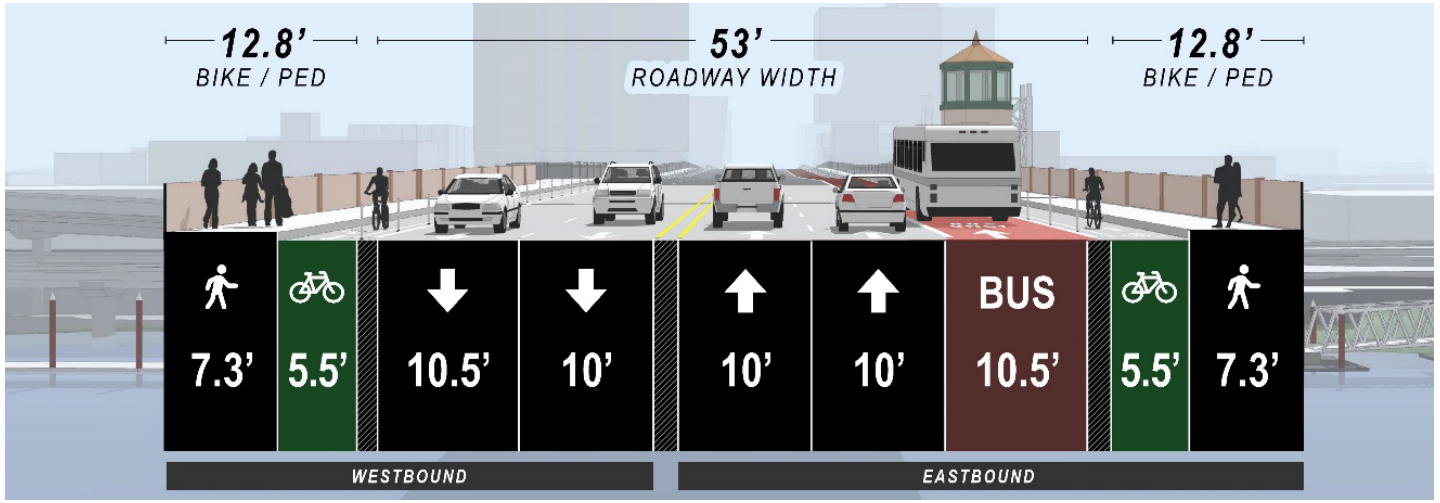
Meets permitting requirements and has least environmental impacts

Provides highest cost savings of the options studied

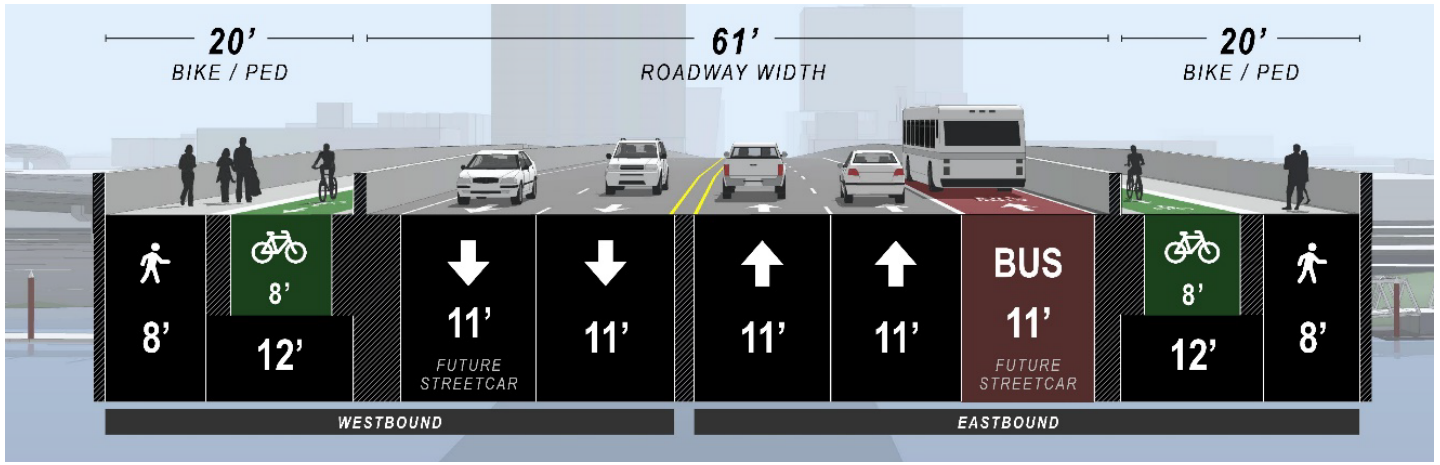
Has support from key stakeholder groups

Preferred Alternative Refinements

Bridge Width



Cross Section: Existing Conditions

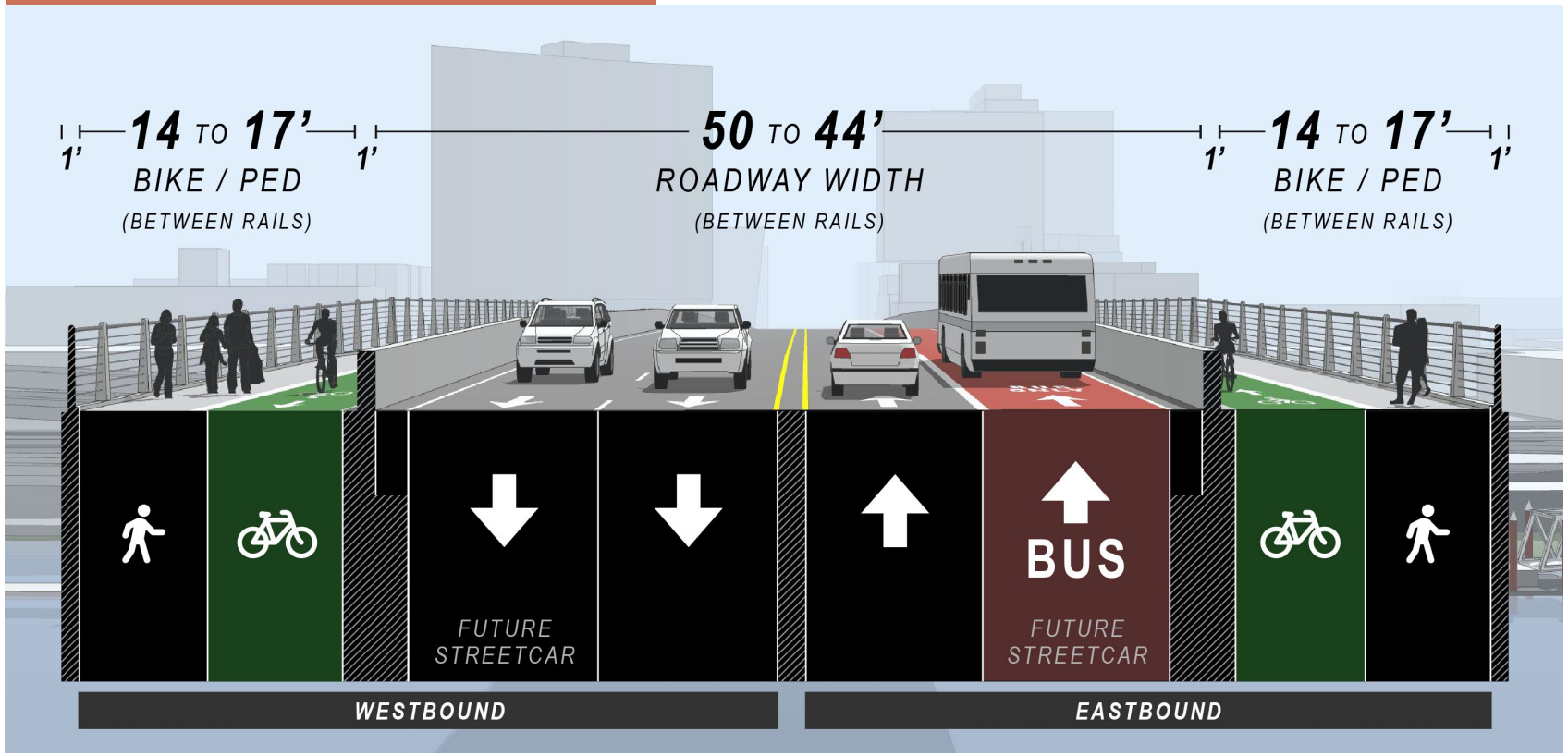


Cross Section: Draft Environmental Impact Statement

Preferred Alternative Refinements

Bridge Width

$140-$165 million savings



- 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)

Community Engagement

45+ Briefings

8 Diverse community discussion groups

4,100+ Unique visitors to online open house

1,500+ Survey responses

490+ Briefing recipients

6 Language translations of online open house

21 Social media posts and advertisements

3,400+ project e-newsletter recipients

10 news releases & e-newsletters

11 media stories

Unanimous support from Policy Group and Board of County Commissioners

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

SDEIS focuses on:

- Impacts from the refinements that differ from the DEIS Long-span
- Comparing/contrasting with DEIS Long-span and No-Build
- Updates on any federal regulatory progress (e.g., ESA and Section 106)

Refer to DEIS for information that has not changed:

- Purpose and Need
- Detailed description of DEIS alternatives
- Relevant Regulations and Affected Environment
- Long-span impacts and mitigation that don’t change

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.

Eastbank Esplanade

Connection to Burnside Bridge

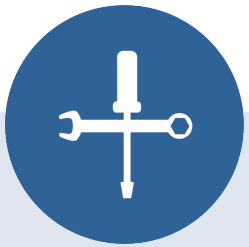
Next Steps

ENVIRONMENTAL REVIEW PHASE

April 29, 2022: Publication of Supplemental Draft EIS

April 29 – June 13, 2022: 45-day public and agency comment period

December 2022: Final EIS and Record of Decision



FINAL DESIGN PHASE

Late 2022 – Late 2024

How will the EQRB Project help recovery?

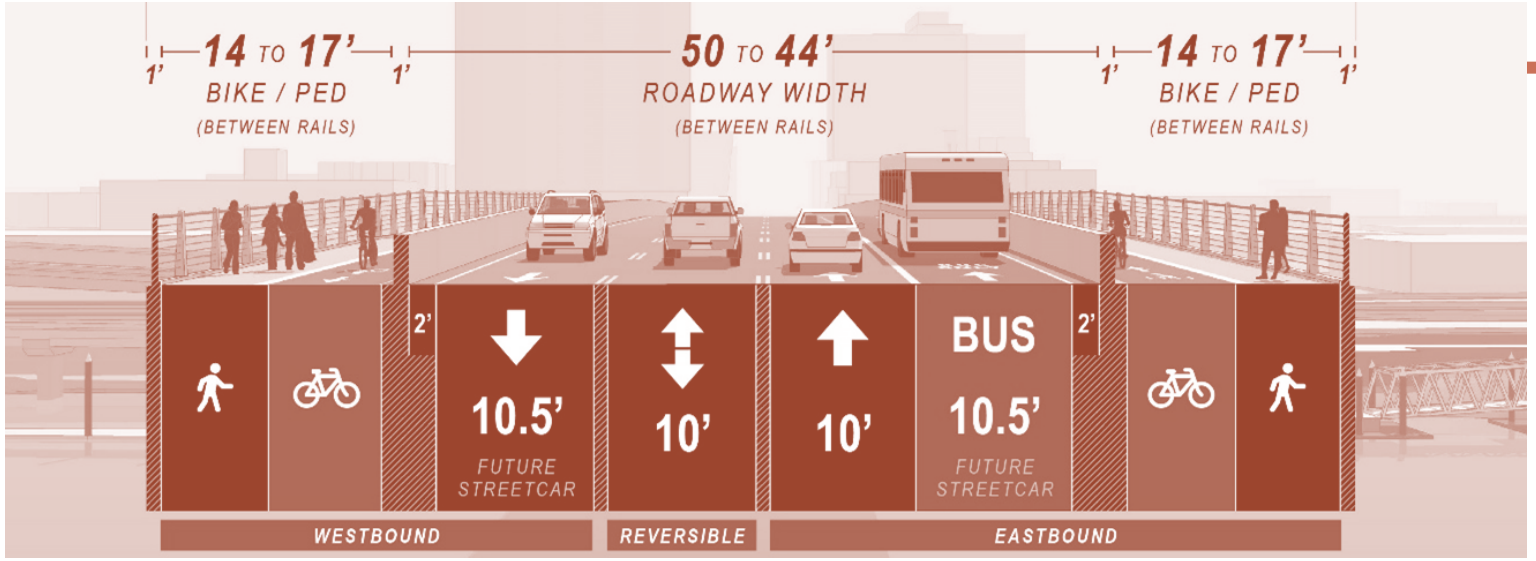
By bringing the first seismically resilient bridge to downtown Portland

By enhancing a link along a regionally established emergency transportation route

By saving tax payers money. Every $1 spent pre-disaster saves $6 post-disaster

By preserving access to critical downtown social service providers, serving clients when they need it most

How will the EQRB provide safer multi-modal connections?



Streetcar Ready

By providing a bridge that can support a future Streetcar line

Transit Only

By preserving the existing eastbound transit-only lane and provides a potential westbound transit-only lane

Multi-use Path

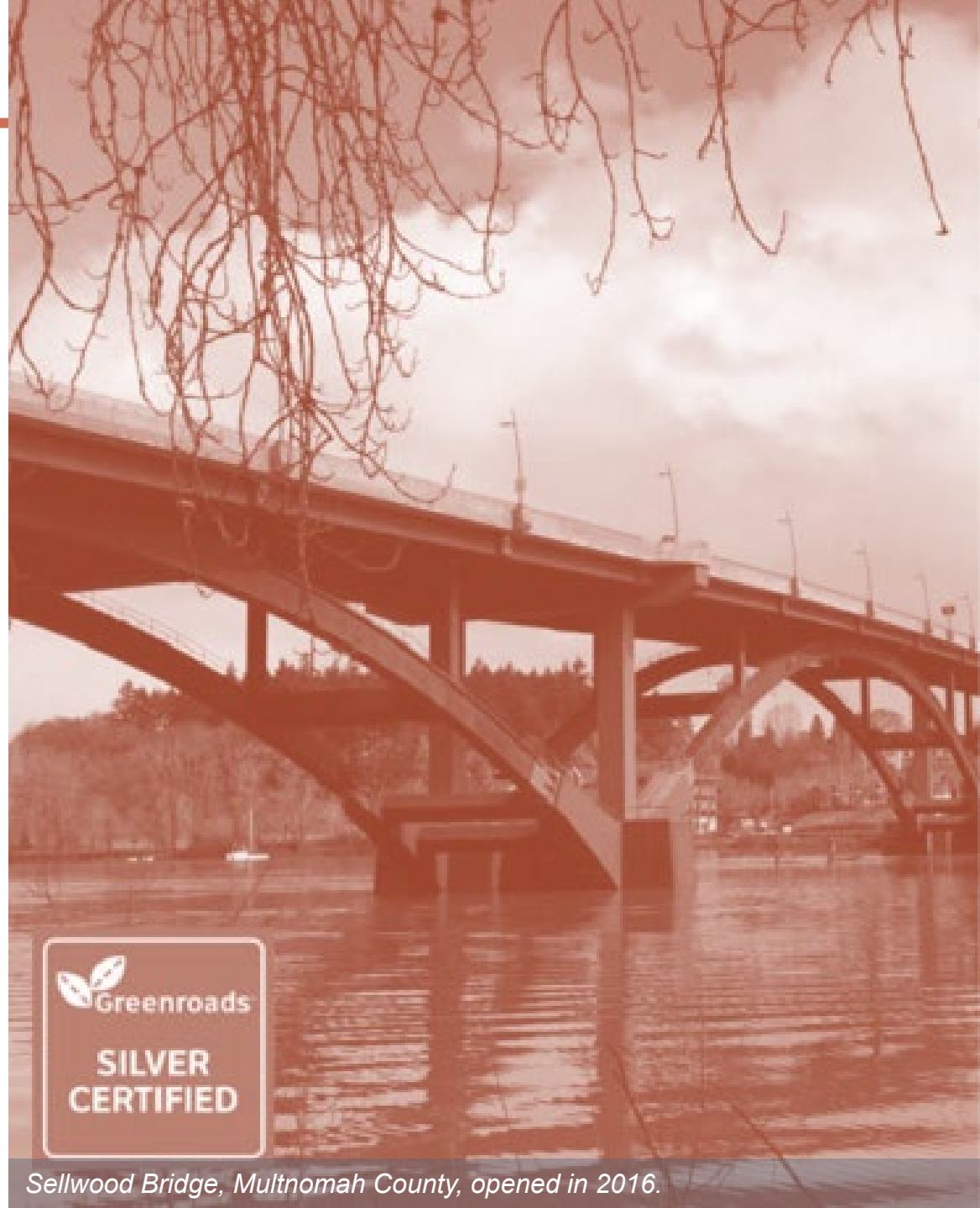
By providing a wider, protected multi-use path making it more comfortable for people of all abilities

Speed Reduction

By lowering the posted speed limit to 25 mph (5 mph reduction)

How is the EQRB environmentally responsible?

- By supporting future transportation uses that generate fewer emissions:
  - Improved pedestrian and bicycle facilities
  - Provides a potential future westbound transit-only lane
  - Designed to accommodate for future streetcar
  - Removes one vehicle lane
- By increasing stormwater detention and treatment which improves water quality and fish habitat
- By supporting riparian habitat restoration
- By seeking Greenroads Sustainability Certification Rating during design and construction



Sellwood Bridge, Multnomah County, opened in 2016.

How will the EQRB support our economy?

Establishes goals for women and minority participation in the construction trades

Provide 4,000 job years of employment during construction

How does an EQRB support equity?

Low-income populations are more vulnerable after disasters

An EQRB will:

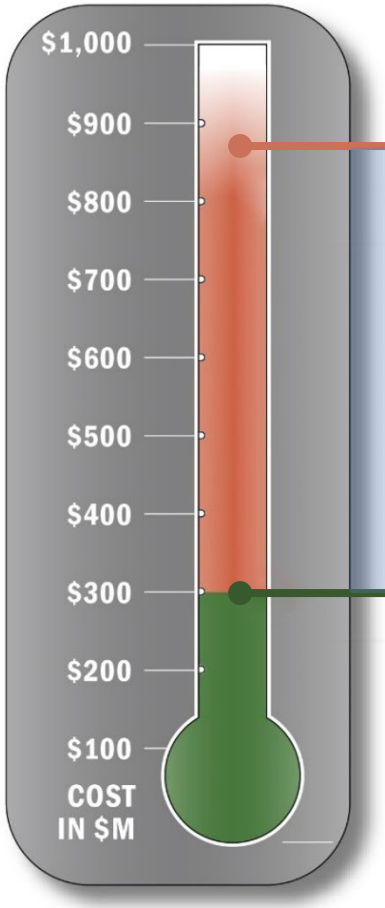
Maintain a connection to vital social services, shelters, transit and recreation facilities serving low income and houseless communities after a major earthquake

Provide safer pedestrian, bicycle and ADA-routes into the downtown core

Create short- and long-term family-wage jobs (approximately 4,000 job years)

Focus on local hiring for minority and women apprentices and journey-level workers and subcontracting goals for disadvantaged, minority, and women owned businesses

How can we close the funding gap?



Manage cost and seek opportunities for savings

$895 million

Close the Funding Gap

$

$300 million

Secured Local Funds

Project cost estimated not to exceed

$895 million

$300 million identified from vehicle registration fee revenue

Currently pursuing local, state, and federal funding to close gap

Construction-ready in 2025

Thank You

Multnomah County

EARTHQUAKE READY BURNSIDE BRIDGE