1. Introductions
2. Project Update
3. Screening Results
4. Options Evaluation
5. Schedule Review
6. Closing Remarks
2. Project Update

Key Activities

- Board of County Commissioners
- Project Team
- Public
- Stakeholders (Including the Stakeholder Representative Group (SRG))
- Technical Community
- Senior Agency Staff
- Policy Group
2. Project Update

Key Activities – Stakeholder Briefings

Stakeholders
Including the Stakeholder Representative Group (SRG)
2. Project Update

Key Activities – Public Outreach

- Red Cross / KGW Keeping you Safe – “Prepare Out Loud”
- Podcast – Project Spotlight
- New Factsheet
- Portland Saturday Market
- Online Briefing
2. Project Update

Key Activities – Public Outreach

Red Cross / KGW Keeping You Safe

“Prepare Out Loud”

September 2017
2. Project Update

Key Activities – Public Outreach

Multnomah County Podcasts – Project Spotlight

December 2017
2. Project Update

Key Activities – Public Outreach

New Factsheet
2. Project Update

Key Activities – Public Outreach

Portland Saturday Market

December 2017
2. Project Update

Key Activities – Public Outreach

Online Briefing

We are making progress towards a resilient Burnside crossing.

Multnomah County is studying options to make the Burnside Bridge capable of withstanding a major earthquake. We have been evaluating a wide range of options and want to catch you up on what we are learning, what we have heard and what's next for this study.

Then we want to hear what you think!

Watch the overview video to learn more about Earthquake Ready Burnside Bridge.

January 2018
2. Project Update

Discussion Break
3. Screening Results

**SCREENING STEPS**

1. Seismic Resiliency
2. Emergency Response
3. Compatibility with major infrastructure

**OPTION GROUPS**

- **No Build**
  Maintain existing bridge as-is.

- **Seismic Retrofit**
  Upgrade the existing bridge.

- **Enhanced Seismic Retrofit**
  Retrofit most of the existing bridge, but replace the spans over I-5 and the railroad.

- **Replacement**
  Build a new crossing such as a high fixed bridge, low movable bridge, twin bridges or a tunnel.

- **Enhance Another Bridge**
  Retrofit or replace a different bridge across the Willamette River.
3. Screening Results

SCREENING STEPS

1
- Seismic Resiliency
- Emergency Response
- Compatibility with major infrastructure

2
- Function immediately after an earthquake
- Everyday use

OPTION GROUPS

No Build
Maintain existing bridge as-is.
These options are not seismically resilient or cannot support emergency response.

Seismic Retrofit
Upgrade the existing bridge.
A full seismic retrofit of the bridge is not feasible due to significant impacts to I-5 during construction.

Enhanced Seismic Retrofit
Retrofit most of the existing bridge, but replace the spans over I-5 and the railroad.

Replacement
Build a new crossing such as a high fixed bridge, low movable bridge, twin bridges or a tunnel.

Enhance Another Bridge
Retrofit or replace a different bridge across the Willamette River.
Other bridges do not provide a rapid and reliable connection to the Burnside lifeline route after an earthquake.
3. Screening Results
Sampling of Options to be Evaluated

ENHANCED SEISMIC RETROFIT

Photos of sections of bridge next to I-5
3. Screening Results

Sampling of Options to be Evaluated

REPLACEMENT – Movable Bridge
3. Screening Results

Sampling of Options to be Evaluated

REPLACEMENT – Twin Movable Bridges

Mode Separated

Multi-Modal
3. Screening Results

Sampling of Options to be Evaluated

Fixed Bridge:
Couplet Alignment

Fixed Bridge:
Burnside St Alignment
3. Screening Results

Sampling of Options to be Evaluated

TUNNEL – Multi-Modal

Seattle Alaska Way Tunnel
- 2 miles
- 57.5 Diameter (Largest in the world)
- Estimated $4.25 billion

Proposed Tunnel Section
- 2.2 miles
- 60’ Diameter (10% larger area than Alaska Way)
4. Options Evaluation

What’s next?

<table>
<thead>
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<th>SCREENING STEPS</th>
<th>1</th>
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<th>FINAL REPORT</th>
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<tbody>
<tr>
<td>OPTION GROUPS</td>
<td></td>
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<td>REMAINING OPTIONS</td>
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<td>FINANCIAL STEWARDSHIP</td>
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Further evaluated for its performance in six key categories:

We are here.

- Seismic Resiliency
- Non-Motorized Transportation
- Transportation Connectivity
- Equity
- Built Environment
- Financial Stewardship

FINAL REPORT FALL 2018
4. Options Evaluation

Further evaluated for its performance in six key categories:

- Seismic Resiliency
- Non-Motorized Transportation
- Transportation Connectivity
- Equity
- Built Environment
- Financial Stewardship
4. Options Evaluation

Guiding Principles

- Measurable at the level of design and information that will be available in this step
- Help differentiate alternatives
- Reflect input received to date
- Narrow range of crossing options to be carried forward into an environmental impact statement
4. Options Evaluation

Proposed Evaluation Criteria

Criteria 1: Seismic Resiliency

Support reliable and rapid emergency response after an earthquake
4. Options Evaluation

Proposed Evaluation Criteria

Criteria 2: Non-motorized Transportation

*Support access and safety for bikes, pedestrians and people with disabilities*
4. Options Evaluation

Proposed Evaluation Criteria

Criteria 3: Transportation System

Support street system integration and function (cars, freight, transit, bikes, peds, ADA)
## 4. Options Evaluation

### Proposed Evaluation Criteria

<table>
<thead>
<tr>
<th>Criteria 4: Equity</th>
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<tr>
<td><em>Minimize adverse impacts to communities of concern and promote transportation equity</em></td>
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</tbody>
</table>

![Image of a community scene with the Portland Rescue Mission and a busy street with a bus and signs indicating Portland and Oregon.]
4. Options Evaluation

Proposed Evaluation Criteria

Criteria 5: Built Environment

*Promote land use compatibility and minimize impacts to parks and historic resources*
4. Options Evaluation

Proposed Evaluation Criteria

Criteria 6: Financial Stewardship

*Be responsible stewards of public funds*
4. Options Evaluation

Proposed Evaluation Criteria

Discussion Break
5. Schedule Review

*Potential funding for 'Environmental Review' phase
Thank You