



**East Multnomah County  
Transportation  
Committee**  
*Briefing*

Multnomah County  
Transportation Division  
Department of Community Services  
November 15, 2021

# Project Overview

## Purpose



**Seismic Resiliency and Emergency Response**



**Regional Recovery and Rebuilding**



**Long-term Use**



# Oregon is overdue for a mega quake

## Background

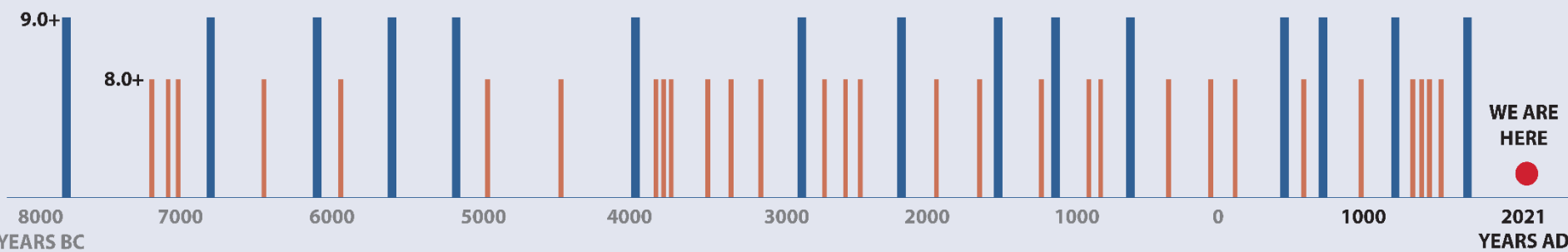
**REGIONAL  
EARTHQUAKE  
RISK**

**1 in 3 chance of  
magnitude 8+  
earthquake  
within 50 years**



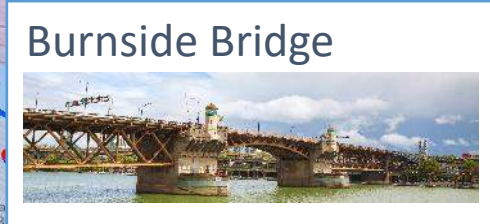
### CASCADIA SUBDUCTION ZONE (CSZ) EARTHQUAKE

Last major quake in Oregon occurred 321 years ago, a timespan that exceeds 75% of the intervals between the major quakes to hit Oregon over the last 10,000 years.

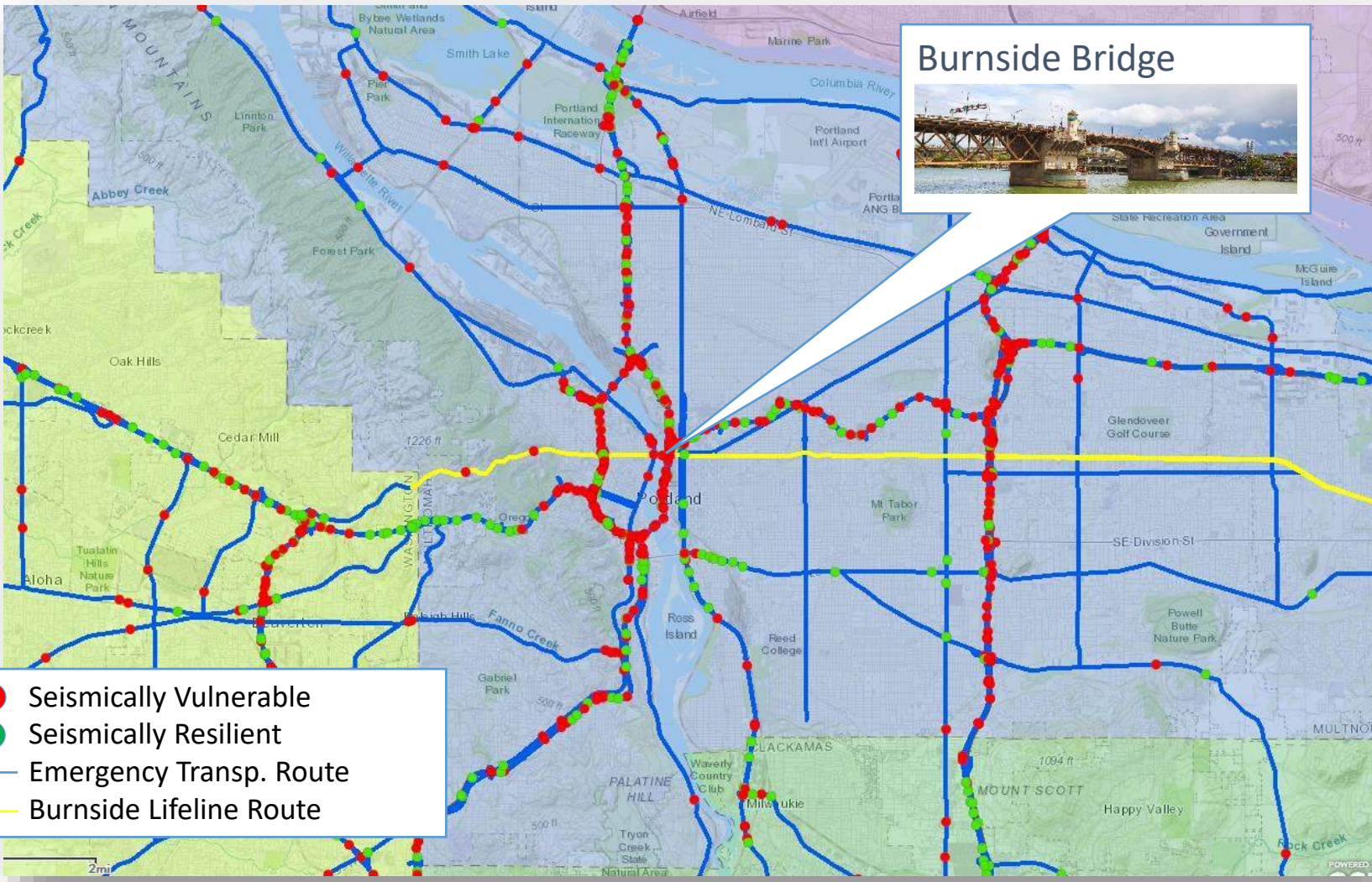


# Project Overview

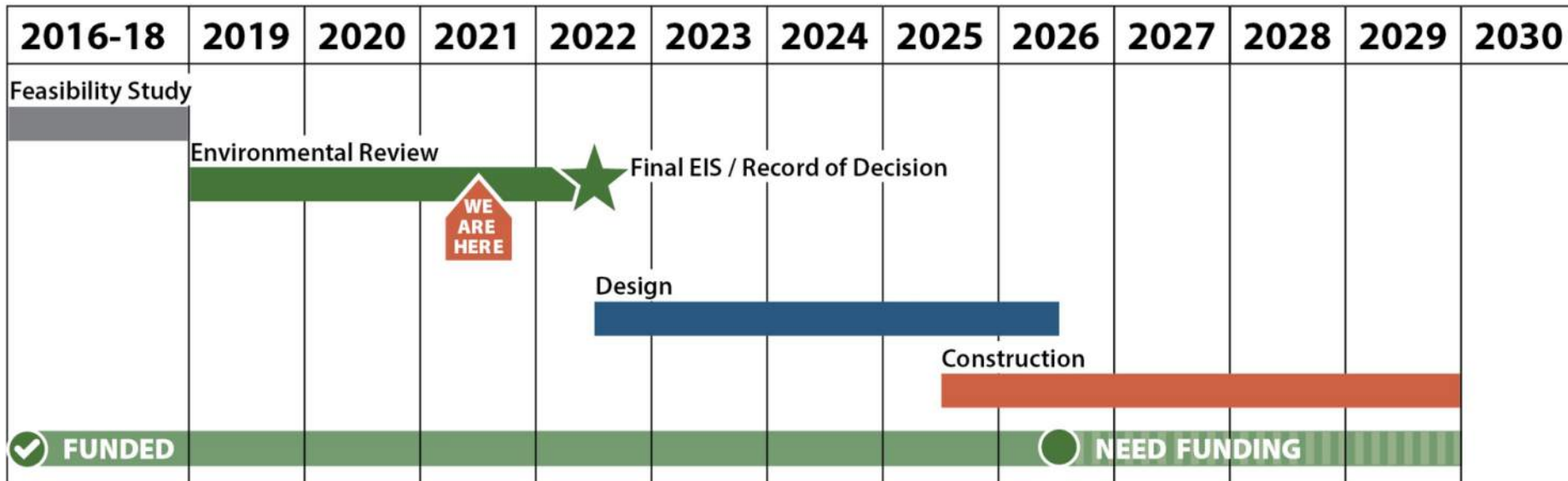
Burnside Bridge is Critical to Regional Emergency Response and Recovery



- Seismically Vulnerable
- Seismically Resilient
- Emergency Transp. Route
- Burnside Lifeline Route



# Project Timeline



# East County Project Members



- **Policy Group:** Gresham City Councilor Sue Piazza
- **Senior Agency Staff:** Brian Monberg, City of Gresham
- **Community Task Force:**
  - Neil Jensen, Gresham Chamber of Commerce
  - Stella Funk-Butler, Gresham Coalition of Neighborhoods (Powell Valley NA)





# Long-span Approach Options in the DEIS

Replacement Long Span is the Recommended Preferred Alternative

*Tied Arch*

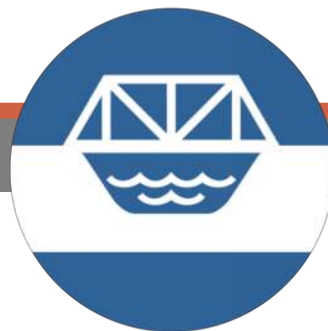


*Cable Stayed*



*Girder (West Approach only)*





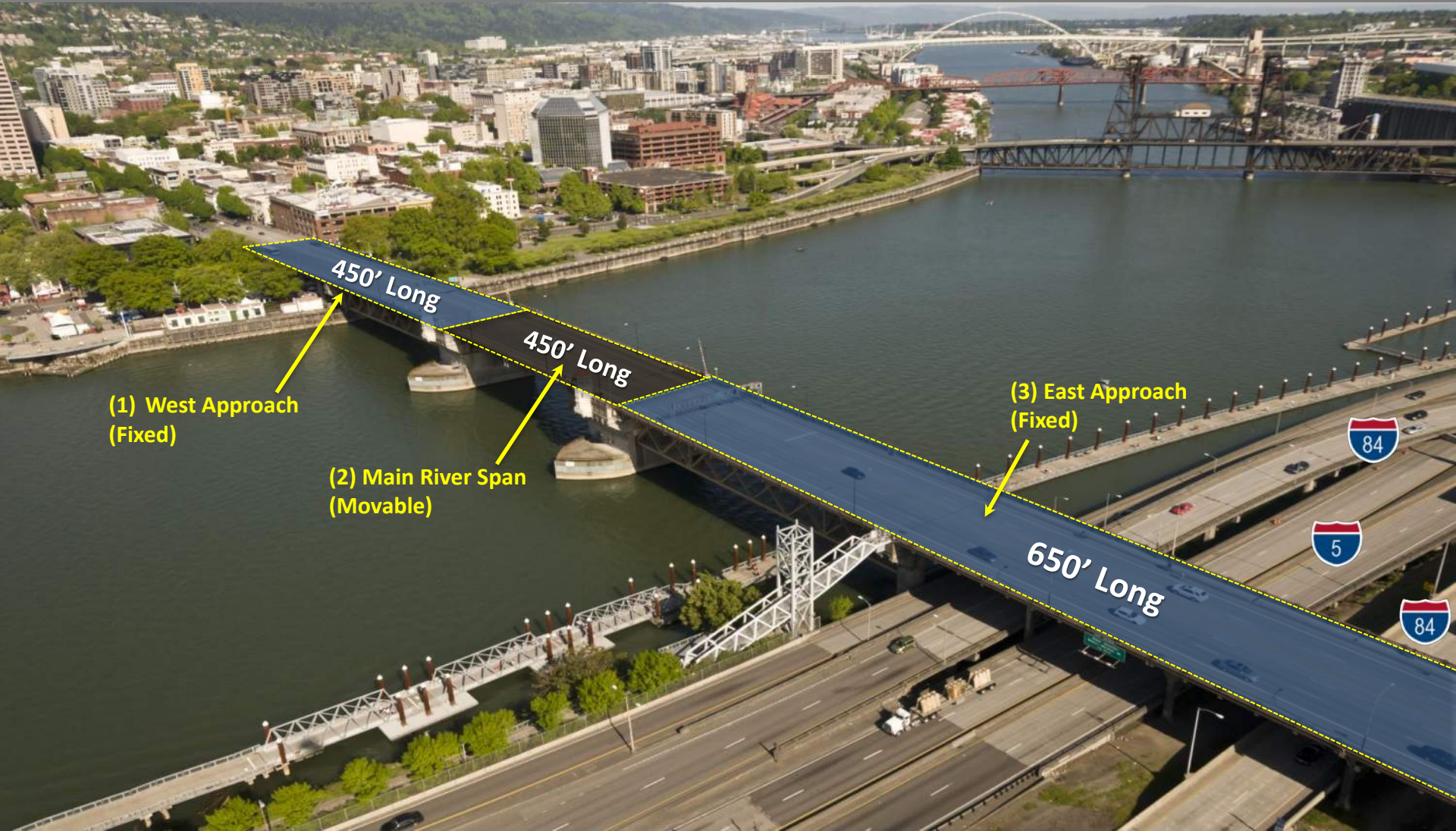
# Preferred Alternative Refinements





# Long-span Alternative

“Three bridges in one”



450' Long

(1) West Approach  
(Fixed)

450' Long

(2) Main River Span  
(Movable)

(3) East Approach  
(Fixed)

650' Long





# West Approach Bridge Type

## Existing Girder Bridge



# West Approach Bridge Type

Recommendation: West Approach Girder for all Bridge Compositions

**\$20 - \$40M  
Savings**



- 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



# Movable Span Bridge Type

Existing View Looking NE from Waterfront Park





# Movable Span Bridge Type

View 2: Looking NE from Waterfront Park



*Tied Arch with Bascule*



# Movable Span Bridge Type

View 2: Looking NE from Waterfront Park



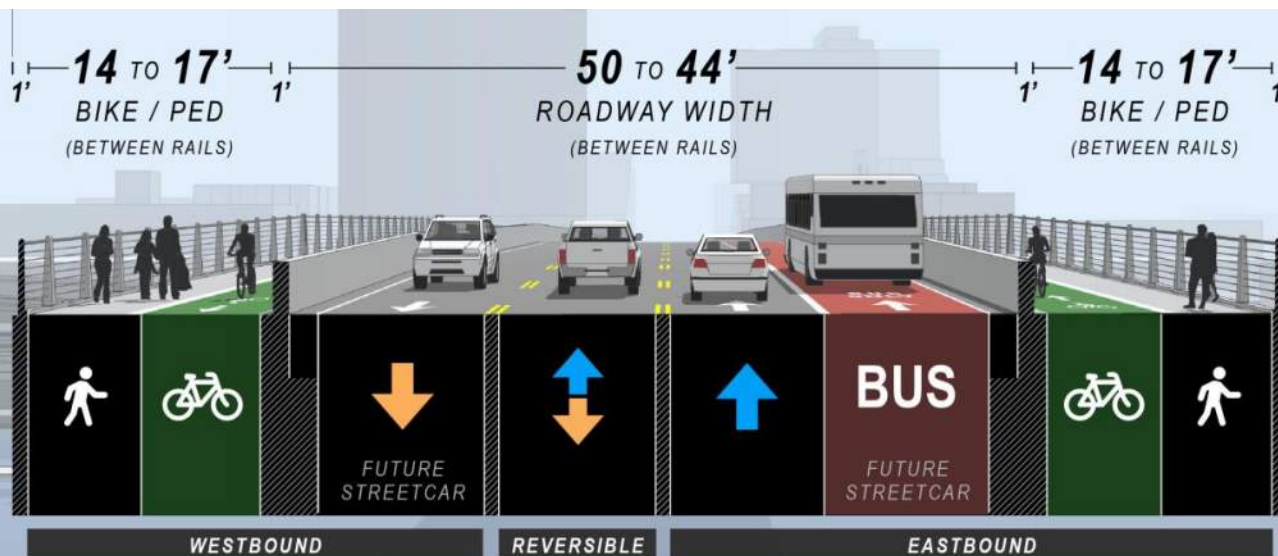
*Cable Stayed with Bascule*





# SDEIS Cross Section Options

Re-allocating some vehicular width to bike/ped space

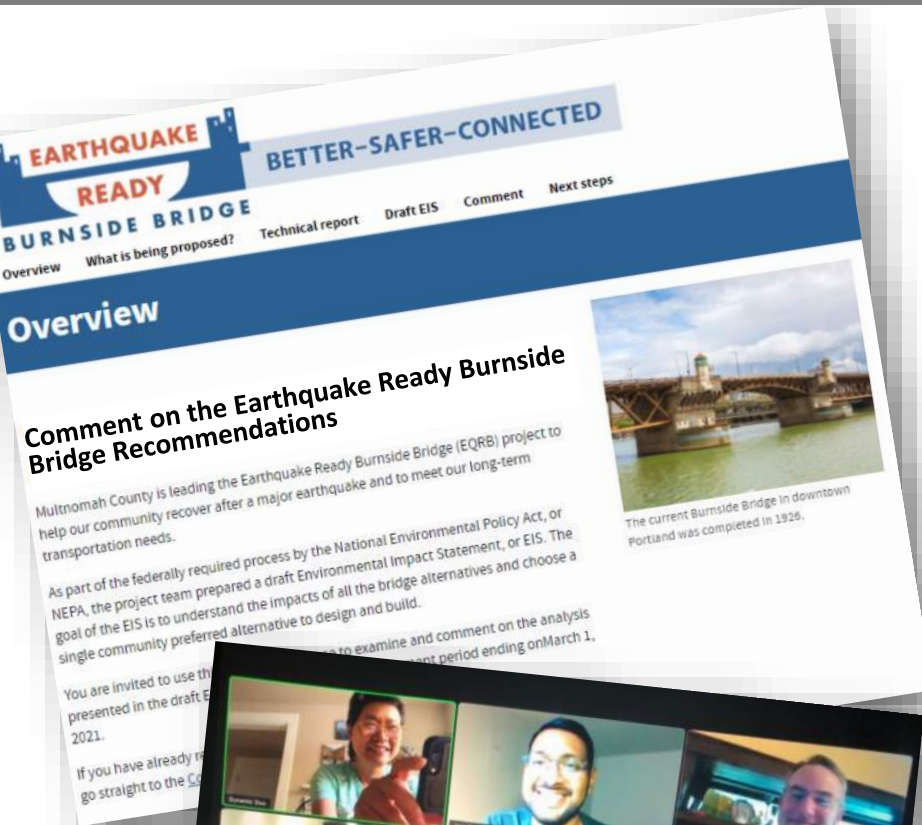


- Lane configuration is a PBOT decision
- 4 options studied
- Reversible center lane option has best traffic performance



# Community Engagement

November 16 to December 14, 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



## ENVIRONMENTAL REVIEW PHASE

- **November / December 2021** – Share recommendations with public and seek community feedback (online open house and survey)
- **January 2022 Community Task Force Meeting** – Share community feedback and confirm recommendations for Policy Group approval
- **March 2022 Meetings** – Share community and CTF feedback and seek Policy Group approval and Mult Co BCC Revised PA adoption
- **March / April 2022** – Publication of Supplemental Draft EIS and public comment period
- **September 2022** – Final EIS and Record of Decision



# Closing Remarks

# Thank you!

