



Stakeholder Representative Group Meeting

Department of Community Services
Transportation Division

January 30, 2018

Agenda

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



2. Project Update

Key Activities



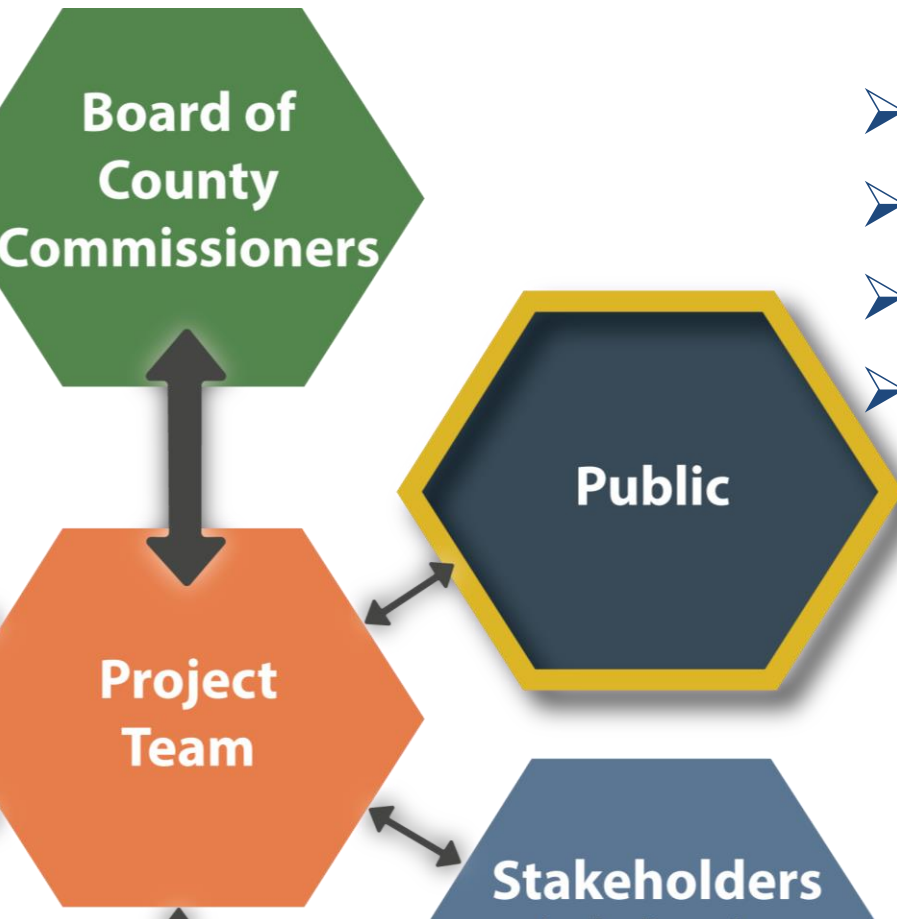
2. Project Update

Key Activities – Stakeholder Briefings



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



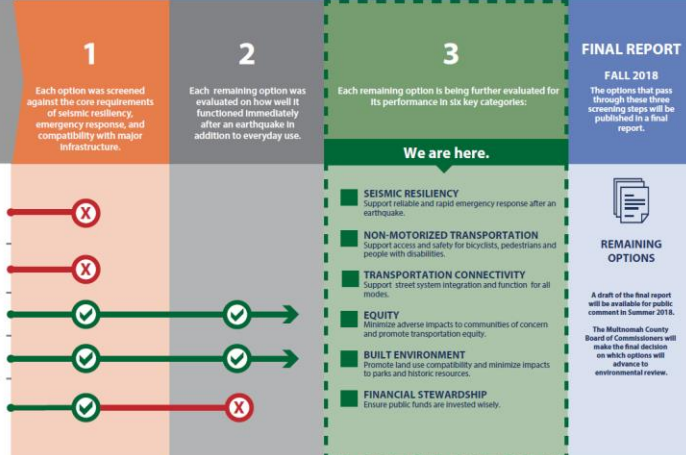
Key Activities – Public Outreach

New Factsheet



HOW ARE THE OPTIONS BEING NARROWED?

Multnomah County has considered more than 100 river crossing options on the Burnside lifeline route. These options are undergoing an extensive screening process to make sure they meet requirements for a reliable river crossing after a major earthquake.



Multnomah County is working to create an earthquake-safe Willamette River crossing



BETTER. SAFER. CONNECTED.

Portland's aging downtown bridges are not expected to withstand a major earthquake. That is why Multnomah County is taking the lead on making at least one earthquake ready. Located in the heart of downtown, the Burnside Bridge is a regionally established lifeline route across the Willamette River. Lifeline routes are important because they:

- ▶ Help firetrucks, ambulances, and police cars respond in an emergency
- ▶ Reunite family and loved ones
- ▶ Help our economy recover

WHAT IS THE PLAN?

Since 1926, the Burnside Bridge has served us well. To take us across the river for another 100 years, it needs an upgrade. Over the next several years, Multnomah County will evaluate options for creating a resilient Burnside crossing that will withstand a major earthquake.

The first step is to narrow a long list of over 100 options through a screening process to arrive at a short list of recommended options to be evaluated in more detail in a later phase.

BURNSIDEBRIDGE.ORG



FOLLOW THE PROJECT ON TWITTER:
[@MultCoBridges](https://twitter.com/MultCoBridges), [#ReadyBurnside](https://twitter.com/ReadyBurnside)

VISIT THE PROJECT WEBSITE TO:

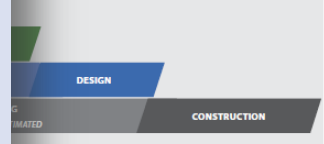
- Sign up for updates.
- Request a presentation for your community or business group.
- Learn about upcoming meetings, events and other ways to provide input.

FOR MORE INFORMATION, CONTACT:

Mike Pullen
Multnomah County Communications Office
mike.jpullen@multco.us
(503) 209-4111

an earthquake-safe crossing in place, so we must work

2022 2033 2024 2025 2026-28



by Burnside Bridge project. It also shows the current and working for another 15–20 years.



WE WANT TO HEAR FROM YOU

Multnomah County is working with regional partners and the community to narrow crossing options with this planning process. Tell us what we should consider as we plan for an earthquake-resilient crossing.



Weigh in at community events and via online surveys.



Request a project briefing for your organization.



Attend an upcoming committee meeting.

Find out more about these opportunities at BurnsideBridge.org



2. Project Update

Key Activities – Public Outreach

Portland Saturday Market



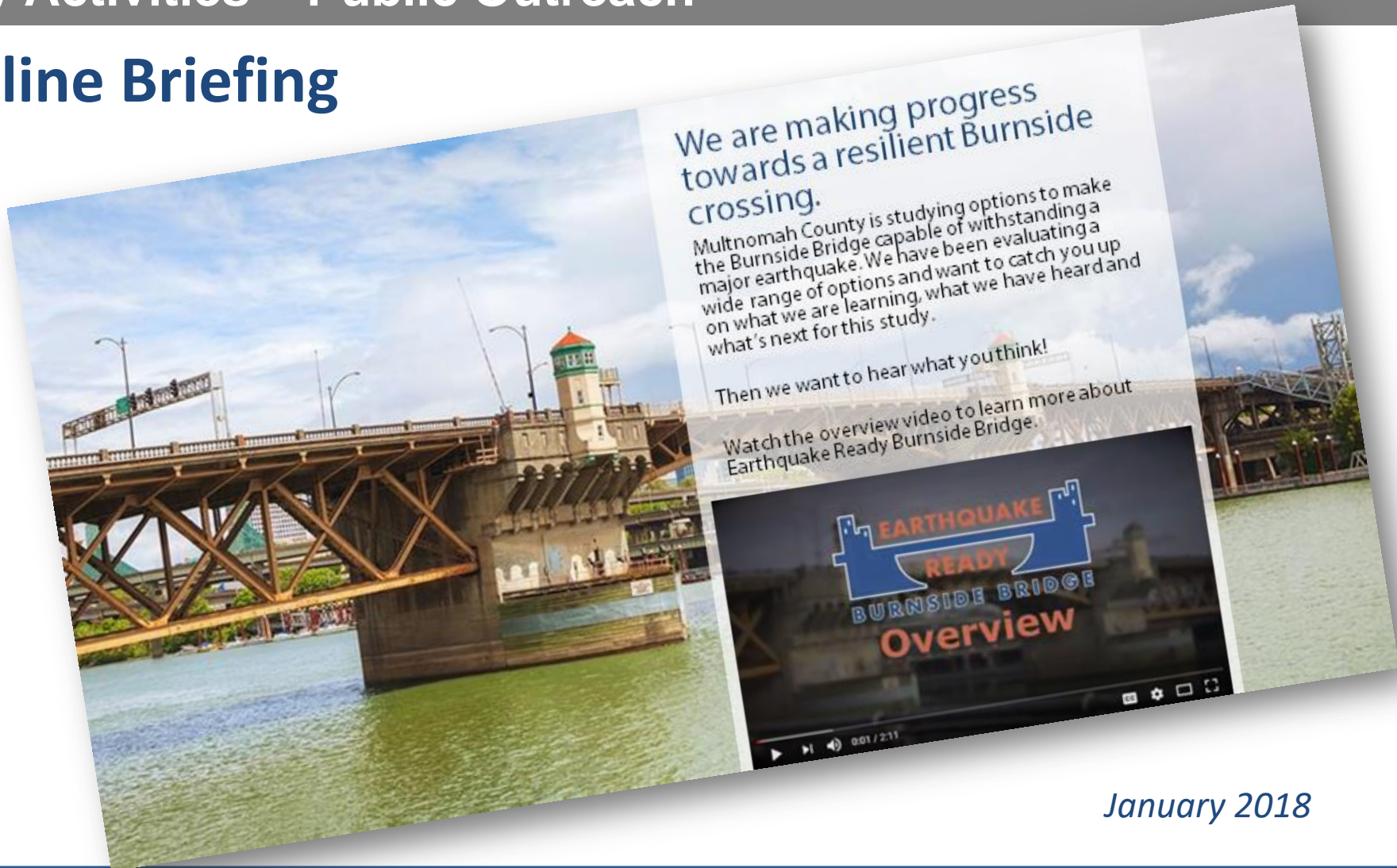
December 2017



2. Project Update

Key Activities – Public Outreach

Online Briefing

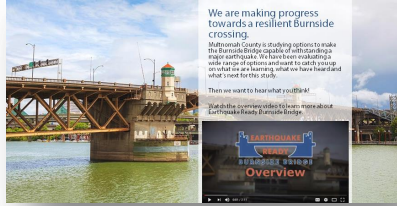


January 2018



2. Project Update

Discussion Break



3. Screening Results

SCREENING STEPS

1

- Seismic Resiliency
- Emergency Response
- 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.

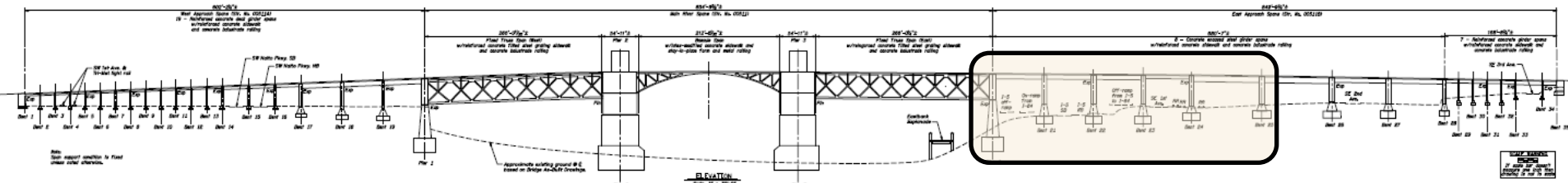
Other bridges do not provide a rapid and reliable connection to the Burnside lifeline route after an earthquake.



3. Screening Results

Sampling of Options to be Evaluated

ENHANCED SEISMIC RETROFIT



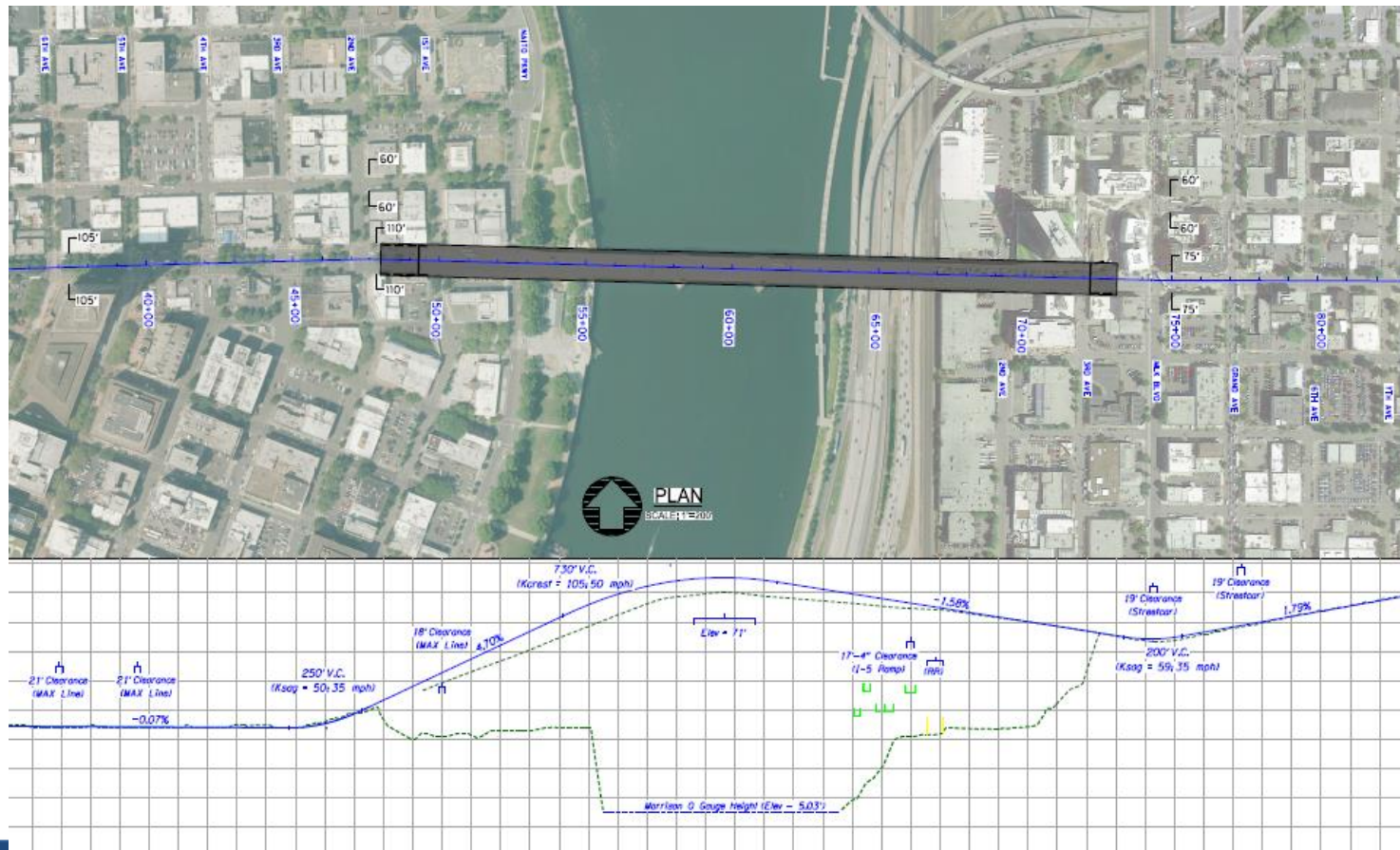
Photos of sections of bridge next to I-5



3. Screening Results

Sampling of Options to be Evaluated

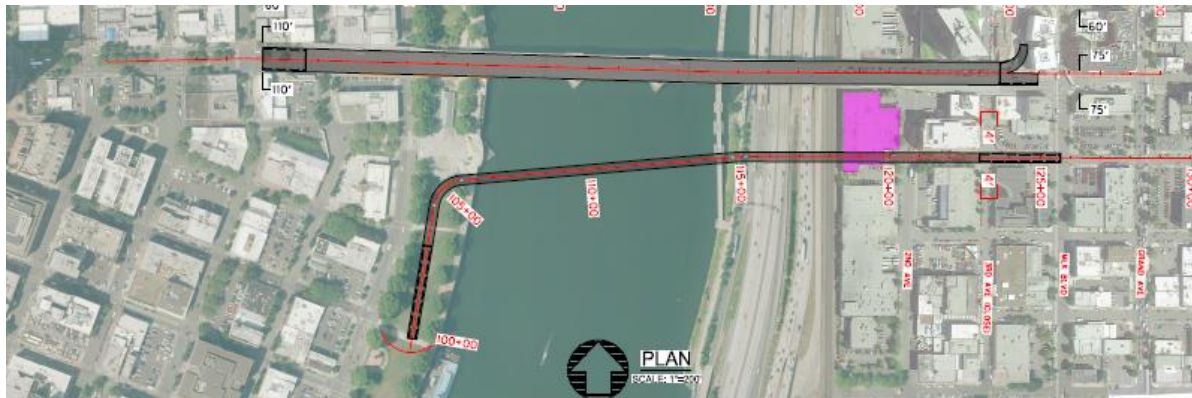
REPLACEMENT – Movable Bridge



3. Screening Results

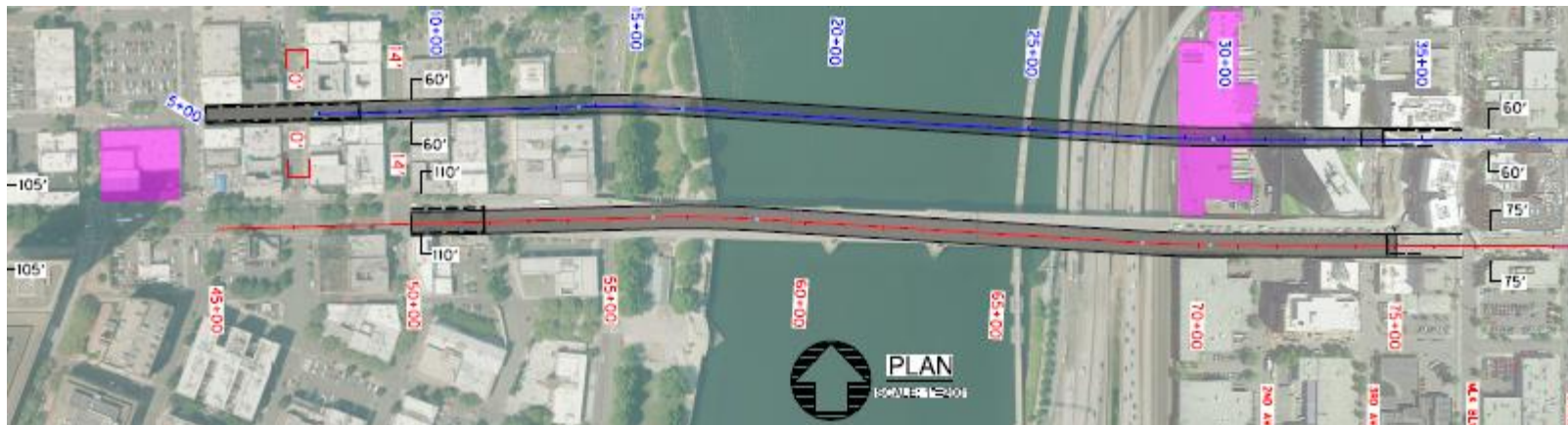
Sampling of Options to be Evaluated

REPLACEMENT – Twin Movable Bridges



Mode Separated

Multi-Modal

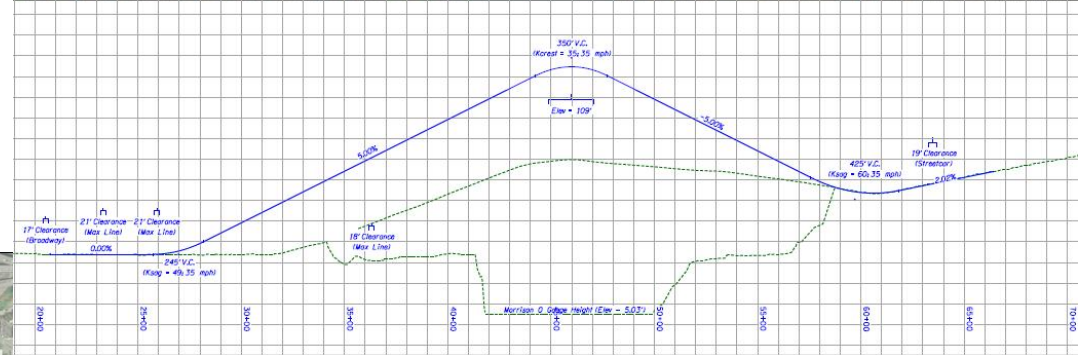
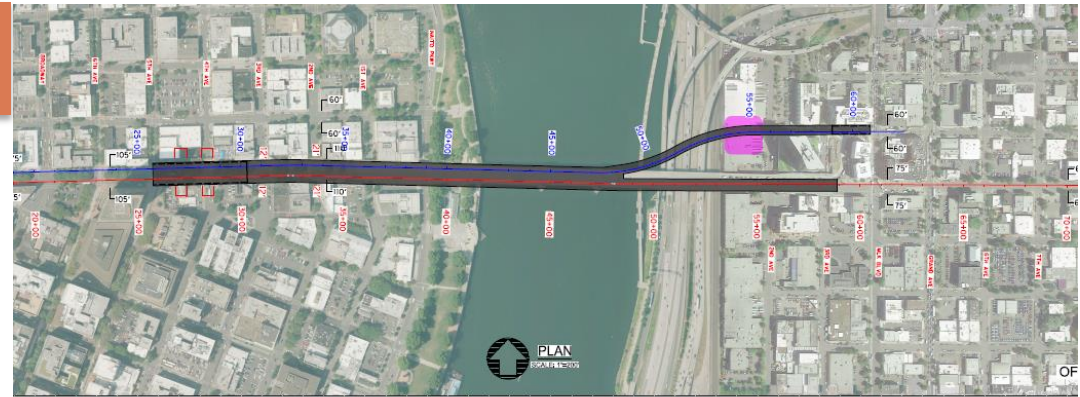


3. Screening Results

Sampling of Options to be Evaluated

REPLACEMENT – 97' High

Fixed Bridge:
Couplet Alignment



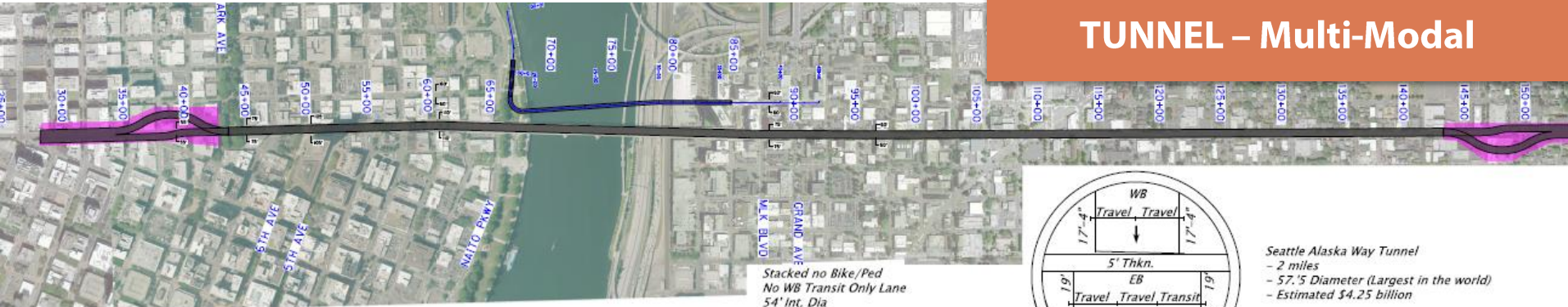
Fixed Bridge:
Burnside St Alignment



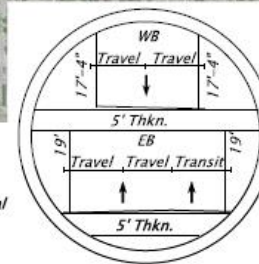
3. Screening Results

Sampling of Options to be Evaluated

TUNNEL – Multi-Modal

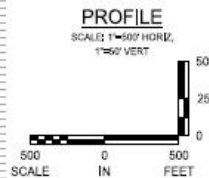
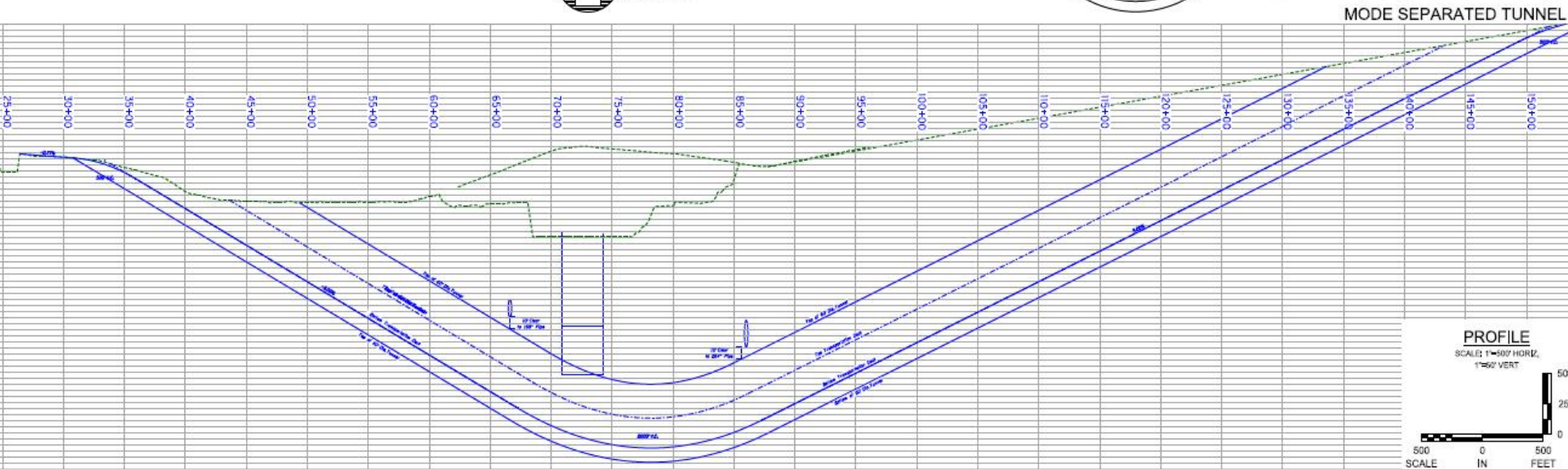


Stacked no Bike/Ped
 No WB Transit Only Lane
 54' Int. Dia
 60' Ext. Dia
 6% slope on West Side Requires DE Approval



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?



4. Options Evaluation

3

Further evaluated for its performance in six key categories:

We are here.

- SEISMIC RESILIENCY
- NON-MOTORIZED TRANSPORTATION
- TRANSPORTATION CONNECTIVITY
- EQUITY
- BUILT ENVIRONMENT
- FINANCIAL STEWARDSHIP

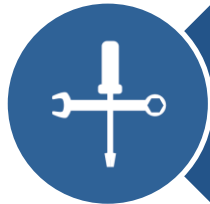


4. Options Evaluation

Guiding Principles



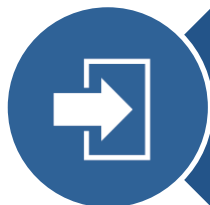
Measurable at the level of design and information that will be available in this step



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

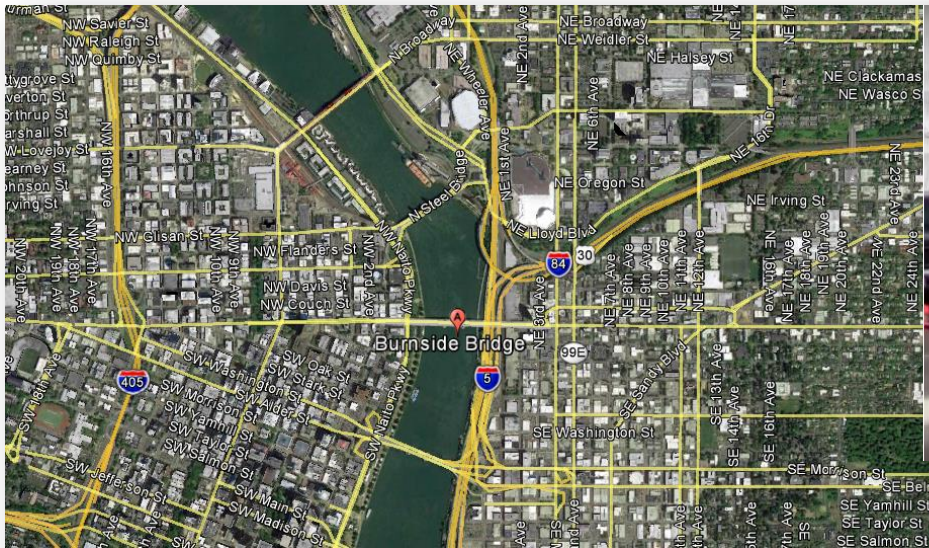


4. Options Evaluation

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

Criteria 4: Equity

Minimize adverse impacts to communities of concern and promote transportation equity



4. Options Evaluation

Proposed Evaluation Criteria

Criteria 5: Built Environment

Promote land use compatibility and minimize impacts to parks and historic resources

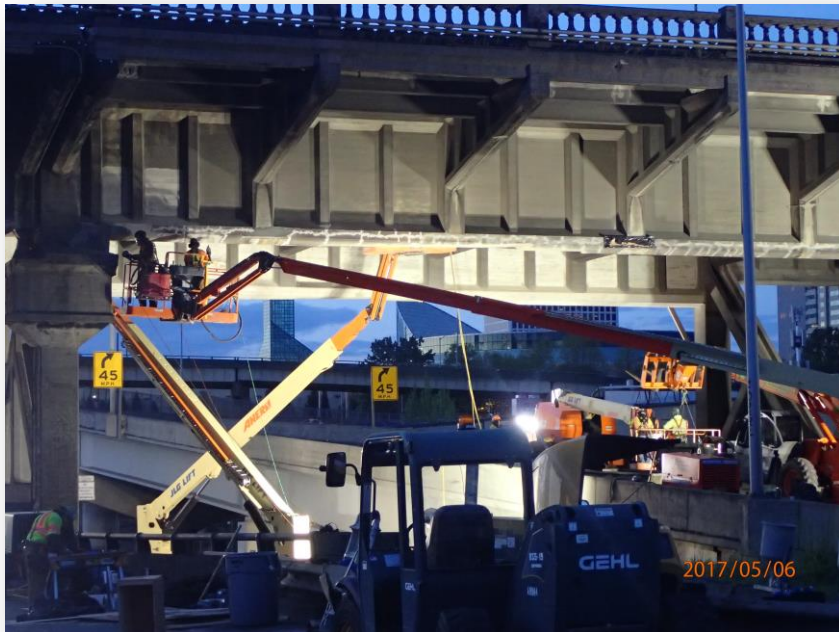


4. Options Evaluation

Proposed Evaluation Criteria

Criteria 6: Financial Stewardship

Be responsible stewards of public funds



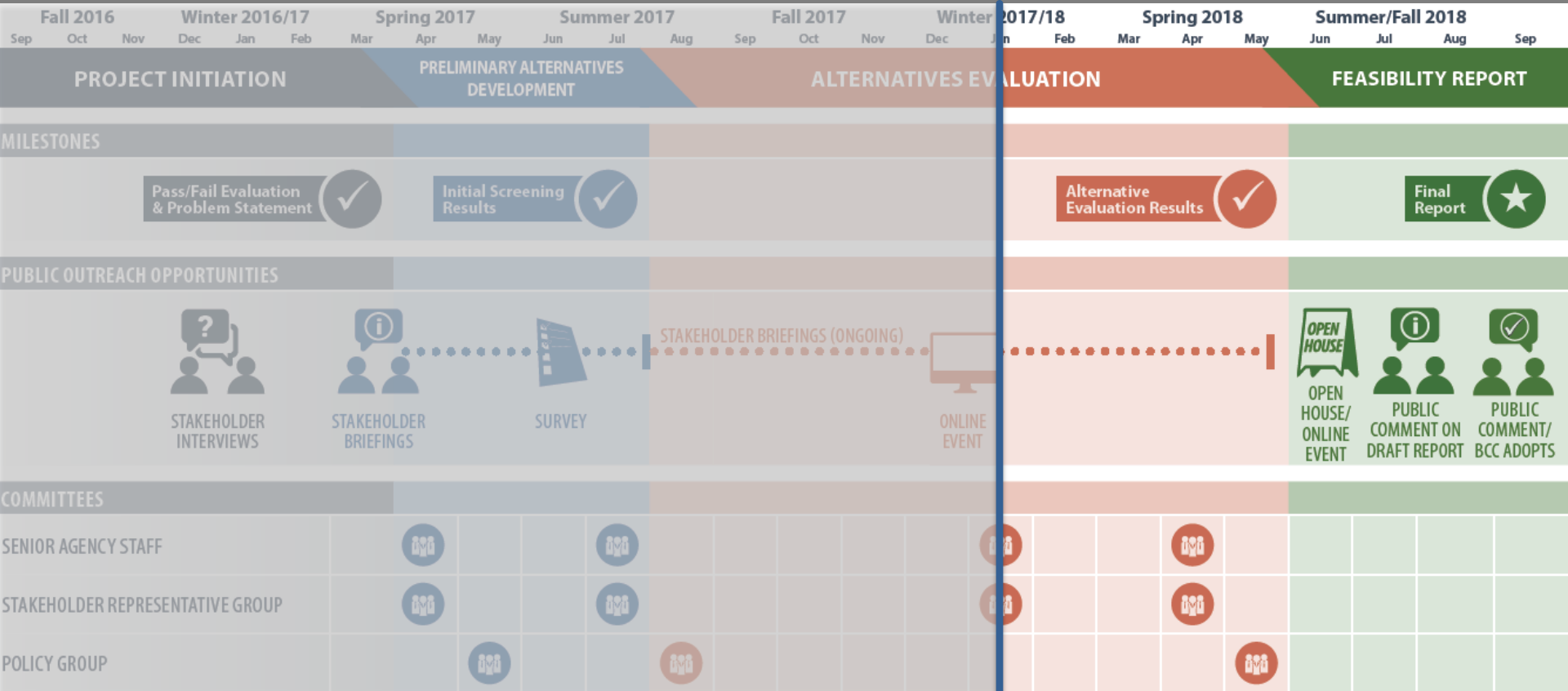
4. Options Evaluation

Proposed Evaluation Criteria

Discussion Break



5. Schedule Review



*Potential funding for 'Environmental Review' phase

We are here



6. Closing Remarks

Thank You

