



Metro JPACT Briefing

Department of Community Services
Transportation Division

February 18, 2021

Project Overview

Purpose and Need



Seismic Resiliency and Emergency Response



Regional Recovery and Rebuilding



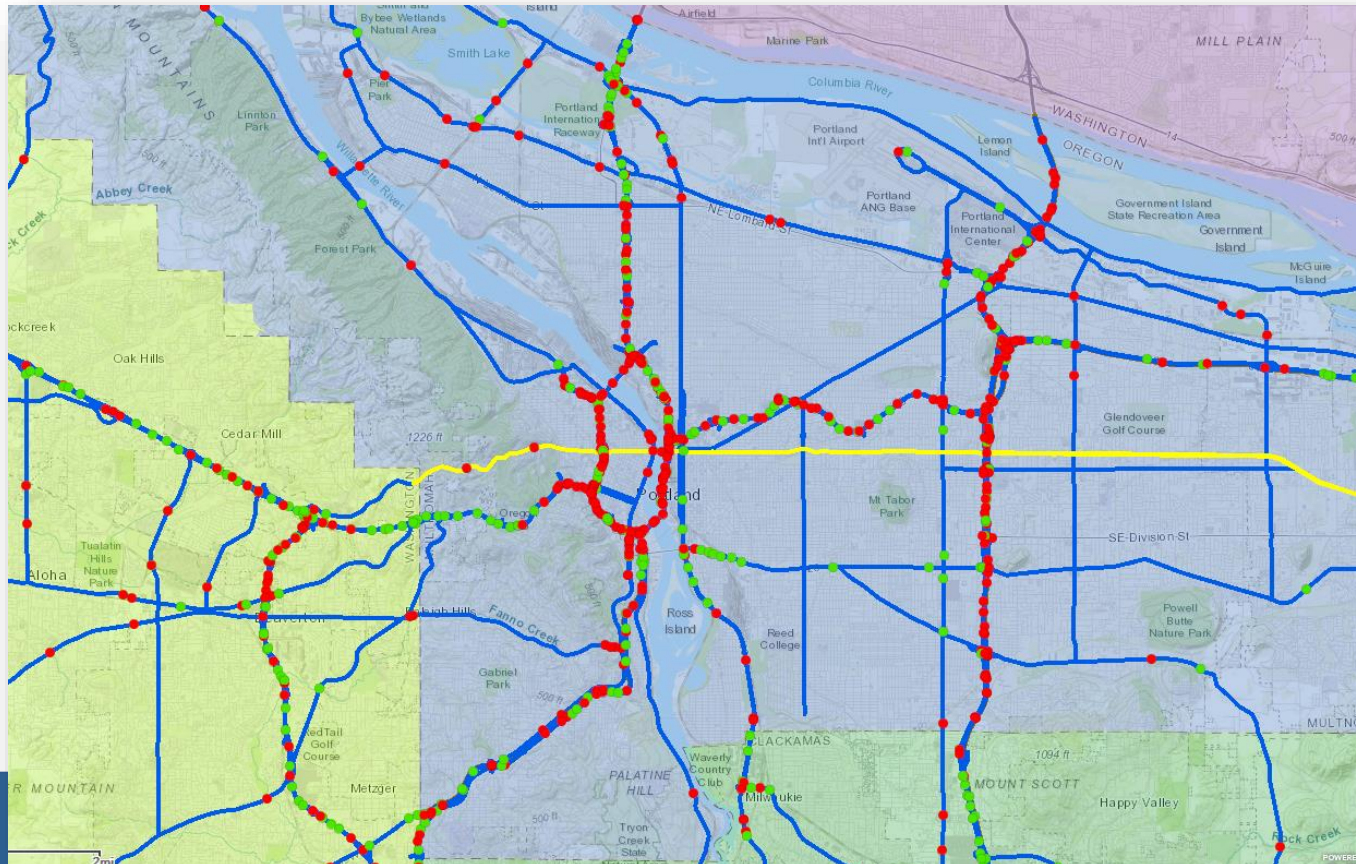
Long-term Use



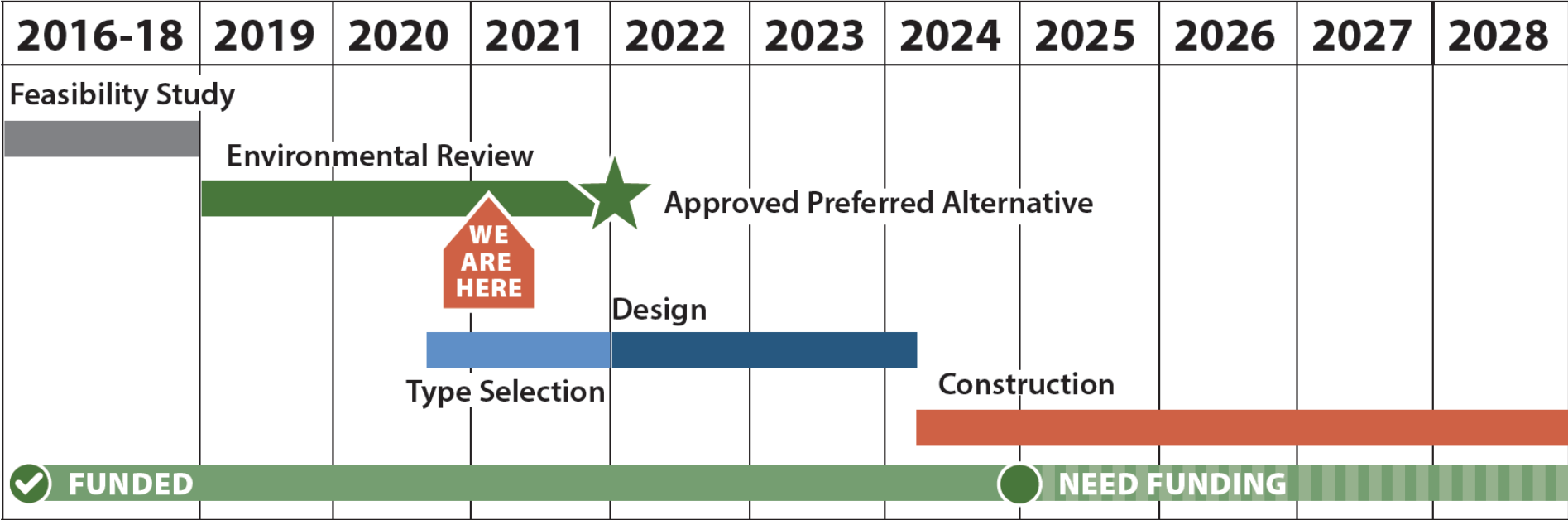
Project Overview

Why Burnside?

- Regional lifeline route
- Runs almost 19 miles, from Washington County to Mount Hood Highway (US 26)
- Located in the heart of downtown, it is a key link across the Willamette River
- Fewest risks of having overpasses collapse on it during an earthquake

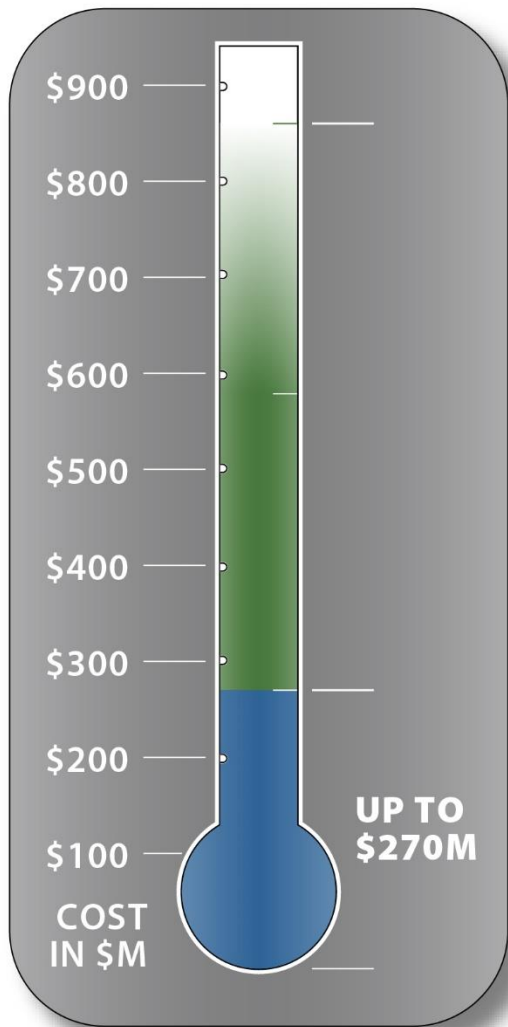


Project Timeline



Project Funding Plan

Cost Range: \$775-\$875M



Locally Funded Up to \$270M

- \$270M - Multnomah County Vehicle Registration Fee

Seeking Funds Up to \$630M

Federal

- Surface Transportation Reauthorization
- Infrastructure/Stimulus Package
- Earmarks
- BUILD Grant

State

- Legislative Ask

Local

- Future Metro Funding Package





Draft Environmental Impact Statement



Draft Environmental Impact Statement

Technical Reports

- Acquisitions and Relocations
- Air Quality
- Climate Change*
- Economics
- Environmental Justice
- Equity*
- Floodplain and River Hydraulics
- Geology
- Hazardous Materials
- Health Impact Assessment*
- Historic and Archaeological Resources
- Land Use
- Noise and Vibration

- Parks and Recreation
- Public Services
- Right of Way
- River Navigation
- Social and Neighborhood Resources
- Transportation
- Utilities
- Vegetation, Wildlife, and Aquatic Resources
- Visual and Aesthetic Resources
- Water Quality
- Wetlands and Waters
- Section 4(f) Evaluation



Recommended Preferred Alternative

Replacement Long Span - come in different types...

Tied Arch



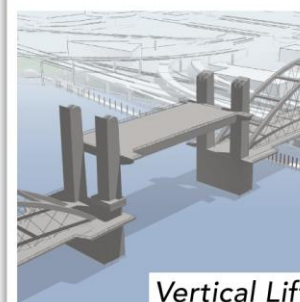
Cable Supported



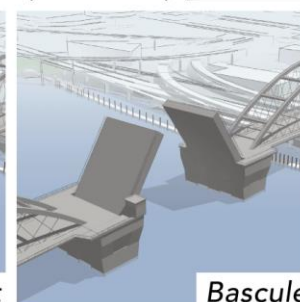
Truss



MOVABLE SPAN TYPES (EXAMPLE)



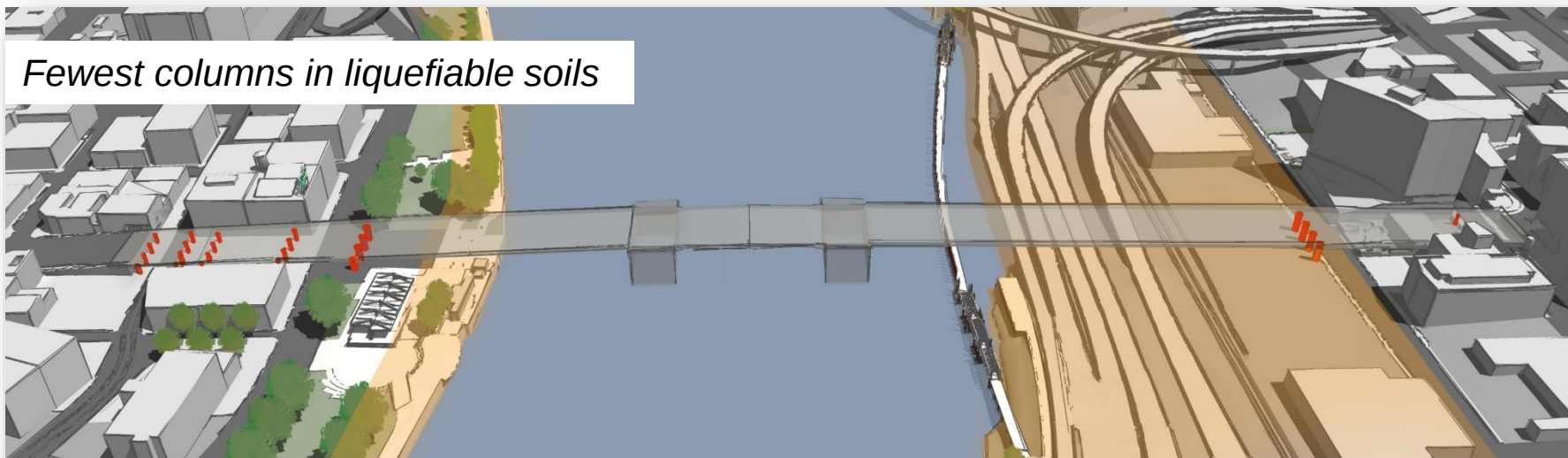
Vertical Lift



Bascule

Recommended Preferred Alternative

Replacement Long Span



BENEFITS

- Best for seismic resiliency
- Least cost alternative
- Enhances/preserves community resources
- Improves safety for bike/ped/ADA
- Least impacts to natural resources

IMPACTS

- Removes historic Burnside Bridge

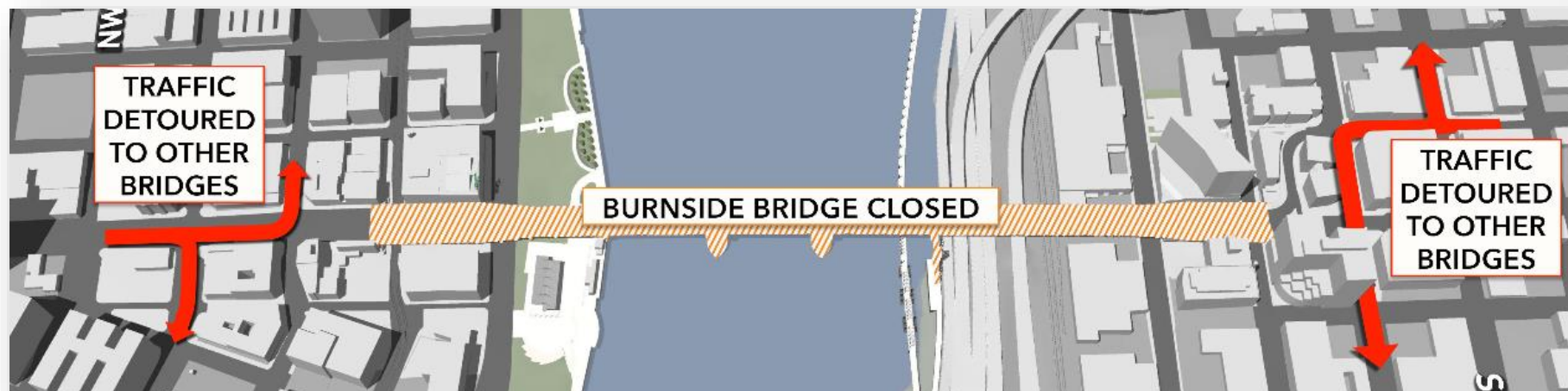
CONSIDERATIONS

- Views



Recommended Preferred Alternative

Traffic During Construction: Full Bridge Closure



- **Least cost** (building a temporary bridge would add \$90 million to the project cost)
- **Shortest construction duration** (temporary bridge would add 1.5 – 2 years to construction duration, extending duration of impacts to surrounding area including parks, residents, recreational activities and transportation)
- **Least impact to natural resources** (temporary bridge adds in-water construction)

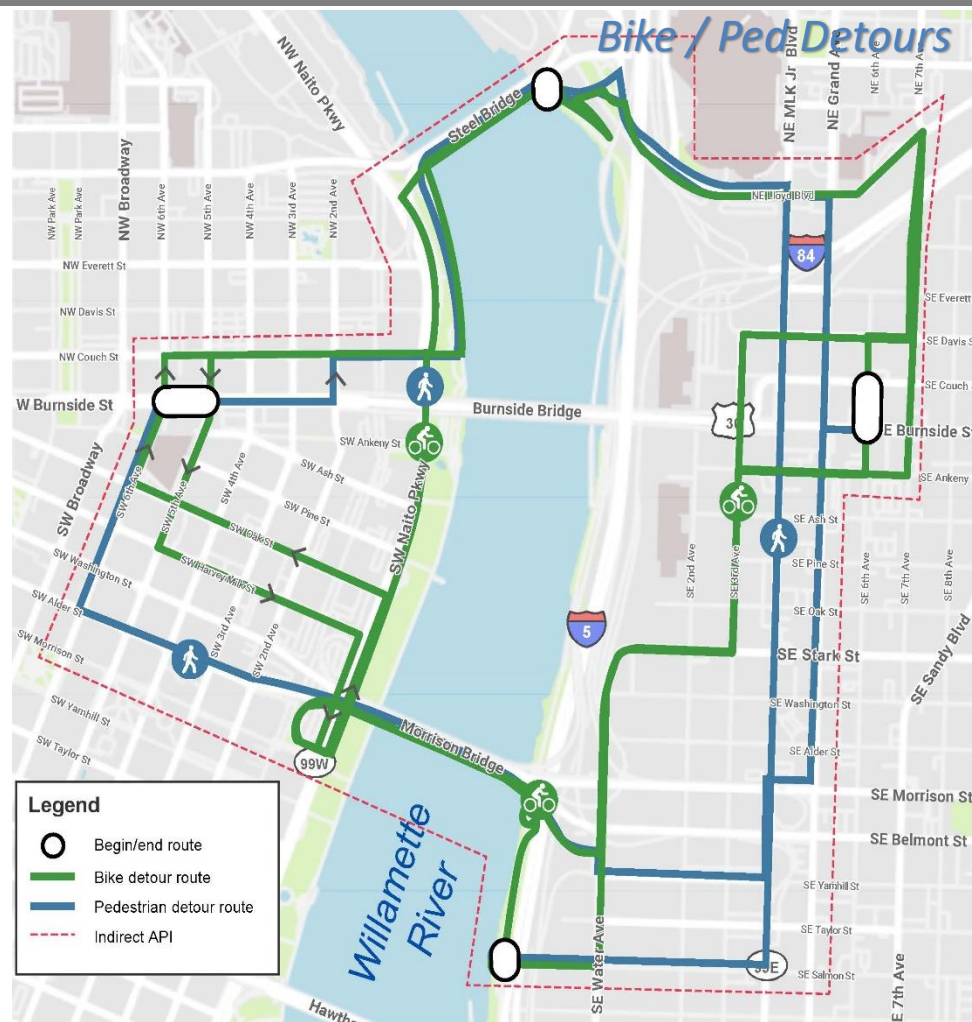


Draft Environmental Impact Statement

Closures and Travel Delay

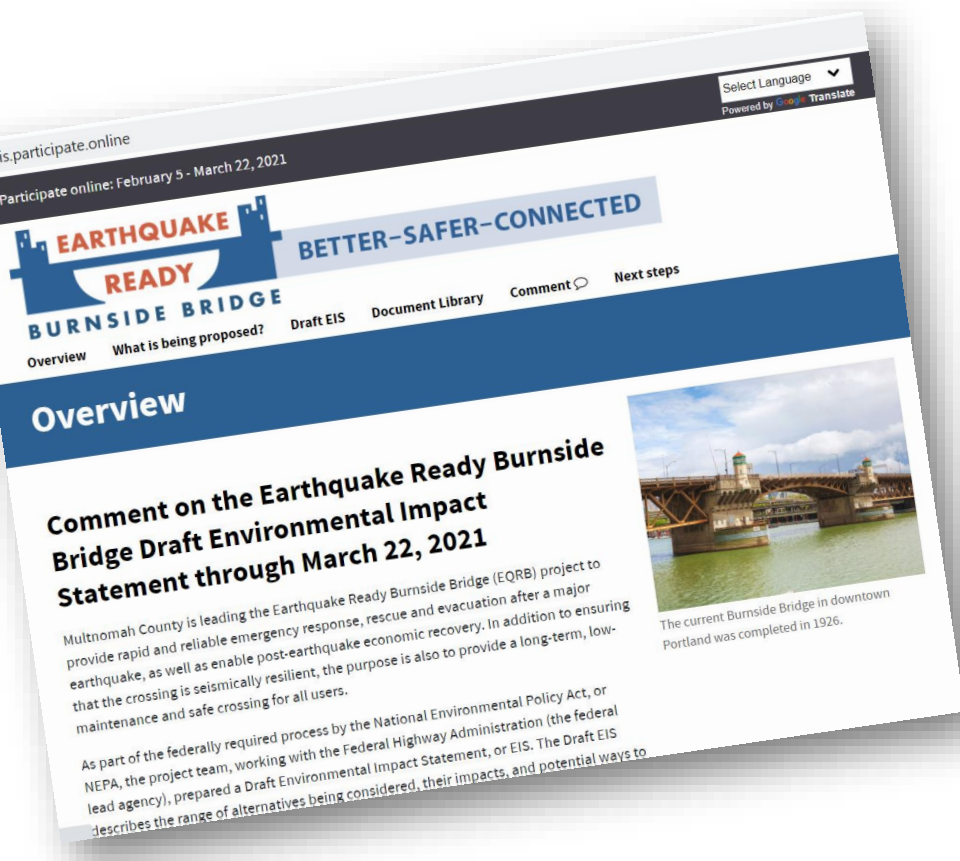
- **Burnside Bridge** – up to 4.5 years
- **Eastbank Esplanade** – 18 months to 4.5 years
- Portion of **Waterfront Park** – up to 4.5 years
- Travel delays, detours and reroutes for the traveling public
 - **Drivers:** ~2-4 minute delay
 - **Bicyclists:** ~5-12 minute delay
 - **Pedestrians:** ~10-18 minute delay
 - **Buses:** ~5 min travel delay

(*Times reflect delay in comparison to building a temporary bridge)



Outreach: Draft Environmental Impact Statement

February 5 – March 22



Objective: Share findings of the environmental analysis and allow for public review and comment on the DEIS. 45-day comment period.

Key Activities:

- Online open house
- Briefings
- In-person hearing by appointment
- Voicemail, emails, comment form, snail mail
- E-newsletters, news releases and social media

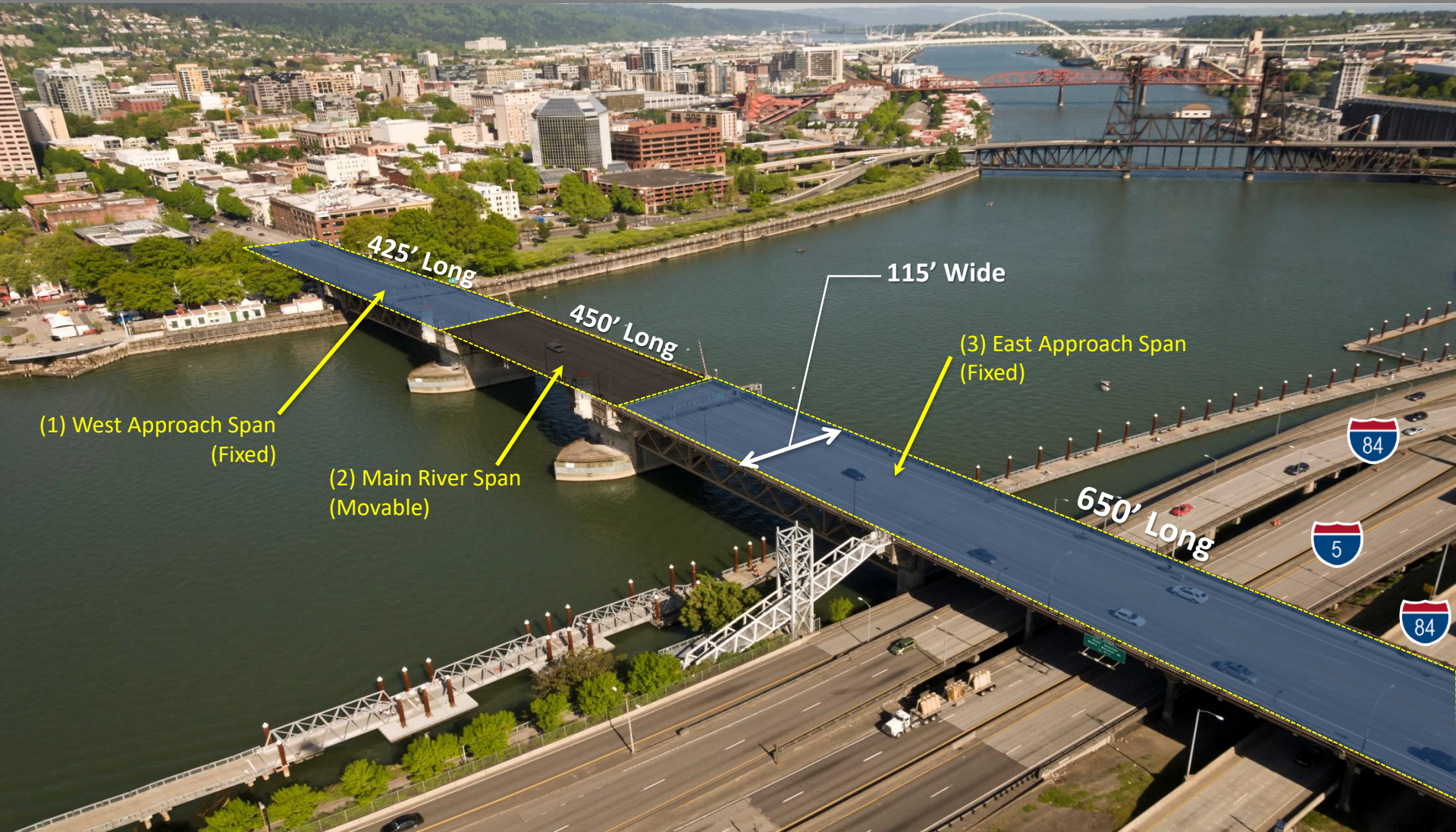


Bridge Type Selection



Range of Bridge Types

Long-span Alternative: "Three bridges in one"



Range of Bridge Types

Long Span

Tied Arch



Truss



Cable Supported



Girder (applicable to west approach only)



Range of Bridge Types

Movable Span

Lift



Bascule



Evaluation Criteria Topics



Human Experience & Bridge Surroundings	On-bridge Experience
	Below-bridge Experience
	Relation to Surroundings
	Pedestrian and Cyclist Connectivity
Overall Look & Feel of the Bridge	Bridge Overall Look
	Bridge Form and Style
	Flexible Design
Cost & Construction Impacts to Users	Total Project Cost
	Long Term Costs
	Construction Impacts



Outreach: Bridge Type Selection

January 22 – February 21



Objective: Gather input on range of bridge types and evaluation topics

Key Activities:

- Virtual Briefings
- Online Open House and Survey
- Videos
- Webinar
- E-newsletters, news releases and social media
- Diverse outreach through the Community Engagement Liaisons program

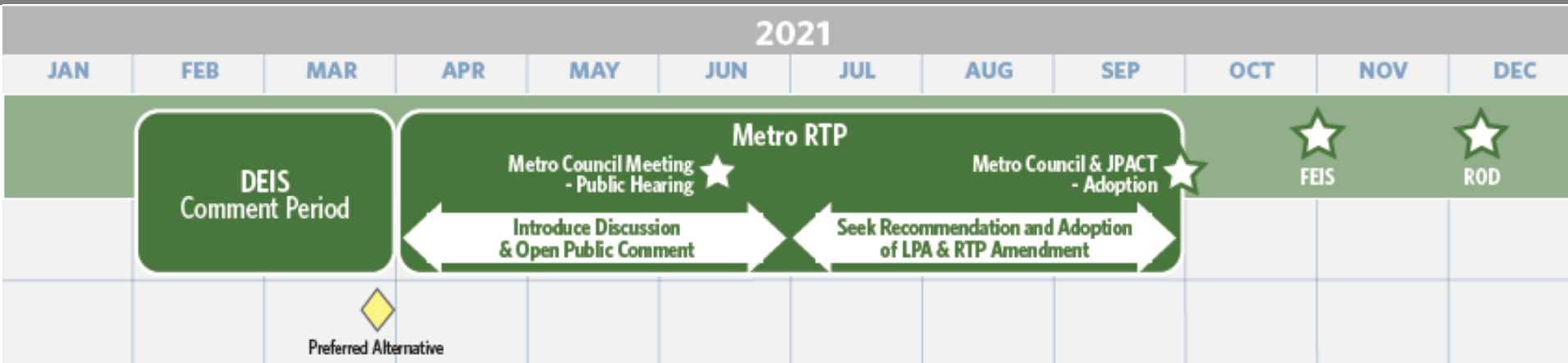




Next Steps

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Regional Transportation Plan (RTP) Update



- Feasibility Study and NEPA phases were included in the 2018 RTP update as part of the financially constrained list of projects
- After DEIS comment period, project will seek adoption of the Preferred Alternative Replacement Long Span into the RTP
- Early coordination with Metro staff ongoing



Next Steps

Key Milestones

- **February/March 2021:** Draft Environmental Impact Statement (DEIS) Publication and Comment Period
- **July 2021:** Policy Group Approval of Bridge Type
- **Fall 2021:** Metro Council and JPACT Adoption of Project Preferred Alternative into RTP
- **Fall 2021:** Final EIS and Record of Decision

