

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 2019-096

Adopting the Range of Alternatives and Evaluation Criteria for the Environmental Impact Study Phase of the Earthquake Ready Burnside Bridge Project.

The Multnomah County Board of Commissioners Finds:

- a. Multnomah County owns and maintains the Burnside Bridge, a 93 year old structure that is nearing the end of its service life and was not designed to withstand a major earthquake.
- b. In March 1996, Metro designated Burnside Street a primary "East-West emergency transportation route" thereby establishing the Burnside corridor as a regional "lifeline" route.
- c. In April 2015, Multnomah County adopted the Willamette River Bridges Capital Improvement Plan, whereby the Burnside Bridge Seismic Feasibility Study was listed as the highest priority project in the 2015-2019 timeframe.
- d. In September 2016, Multnomah County began work on the Burnside Bridge Seismic Feasibility Study whose purpose was to create a seismically resilient Burnside Bridge that will remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone earthquake. The outcomes of this study were adopted by the Board on November 1, 2018.
- e. A seismically resilient Burnside Bridge will support the region's ability to provide rapid and reliable emergency response, rescue, and evacuation after a major earthquake, as well as enable post-earthquake economic recovery.
- f. In May 2017, Multnomah County convened a Policy Group (PG) made up of elected and appointed representatives of jurisdictions and agencies with an interest in the Burnside Bridge.
- g. The PG has met twice during the Environmental Review Phase to review the project progress and to formalize their recommendation for Range of Alternatives for further study and Evaluation Criteria to inform the selection of a preferred alternative.
- h. The PG consists of:
 - Co-chair, Multnomah County Chair Deborah Kafoury
 - Co-chair, Multnomah County Commissioner Jessica Vega Pederson
 - Doug Kelsey, TriMet General Manager
 - Chris Warner, Portland Bureau of Transportation Director

Resolution Adopting the Range of Alternatives and Evaluation Criteria for the Environmental Impact Study Phase of the Earthquake Ready Burnside Bridge Project.

- Rian Windsheimer, Oregon Department of Transportation (Region 1)
 - Phil Ditzler, Federal Highway Administration (Oregon)
 - Justin Douglas, Prosper Portland
 - Councilor Craig Dirksen, Metro
 - Councilor Karylenn Echols, City of Gresham
 - Councilor Cate Arnold, City of Beaverton
 - Oregon State Senator Kathleen Taylor (District 21)
 - Oregon State Representative Barbara Smith Warner (District 45)
 - Oregon Governor Kate Brown's Office
 - U.S. Senator Jeff Merkley's Office
 - U.S. Senator Ron Wyden's Office
 - U.S. Representative Earl Blumenauer's Office
 - U.S. Representative Suzanne Bonamici's Office
- i. In April 2017, a Stakeholder Representative Group of 16 citizens was formed to provide input on the Feasibility Study Process. This group met four times.
- j. In October 2018, a Community Task Force (CTF) of 21 Citizens was formed as part of the Environmental Review Phase. The CTF has met nine times during the Environmental Review Phase of the Project.
- k. On October 21, 2019, the CTF adopted a recommendation for a Range of Alternatives to be studied during the Environmental Impact Study and Evaluation Criteria to inform the selection of a Preferred Alternative.
- l. On October 28, 2019, the PG accepted the recommendations from the CTF for the Range of Alternatives and Evaluation Criteria. The PG forwarded these recommendations for the Board's approval.

The Multnomah County Board of Commissioners, hereby Resolves:

1. The work of the Community Task Force is appreciated. The Board thanks them for their service to the public.
2. The work of the Policy Group is appreciated. The Board thanks them for their service to the public.
3. To advance the Range of Alternatives as described in Exhibit A.
4. To adopt the Evaluation Criteria to inform the selection of a preferred alternative in Exhibit B.

5. To direct staff in the Department of Community Services to work with the Federal Highway Administration to issue the Notice of Intent for the Environmental Impact Study as soon as is practicable.

ADOPTED this 14th day of November, 2019.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Deborah Kafoury

Deborah Kafoury, Chair

REVIEWED:
JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By *Courtney Lords*
Courtney Lords, Senior Assistant County Attorney

SUBMITTED BY: Jamie Waltz, Acting Director, Department of Community Services

NO-BUILD ALTERNATIVE

The no-build alternative includes planned and reasonably foreseeable projects and consideration of operations and other conditions both before and after a major earthquake.



ENHANCED SEISMIC RETROFIT

This alternative includes upgrading the existing bridge to maintain functionality after a large earthquake and improving the strength of the bridge to accommodate heavy commercial vehicles and post-earthquake recovery. This includes a combination of retrofitting certain portions of the bridge and replacing others.



REPLACEMENT: Movable Bridge

A new movable bridge at about the same height and location as the current bridge. This option assumes a width of approximately 106 feet over the river.



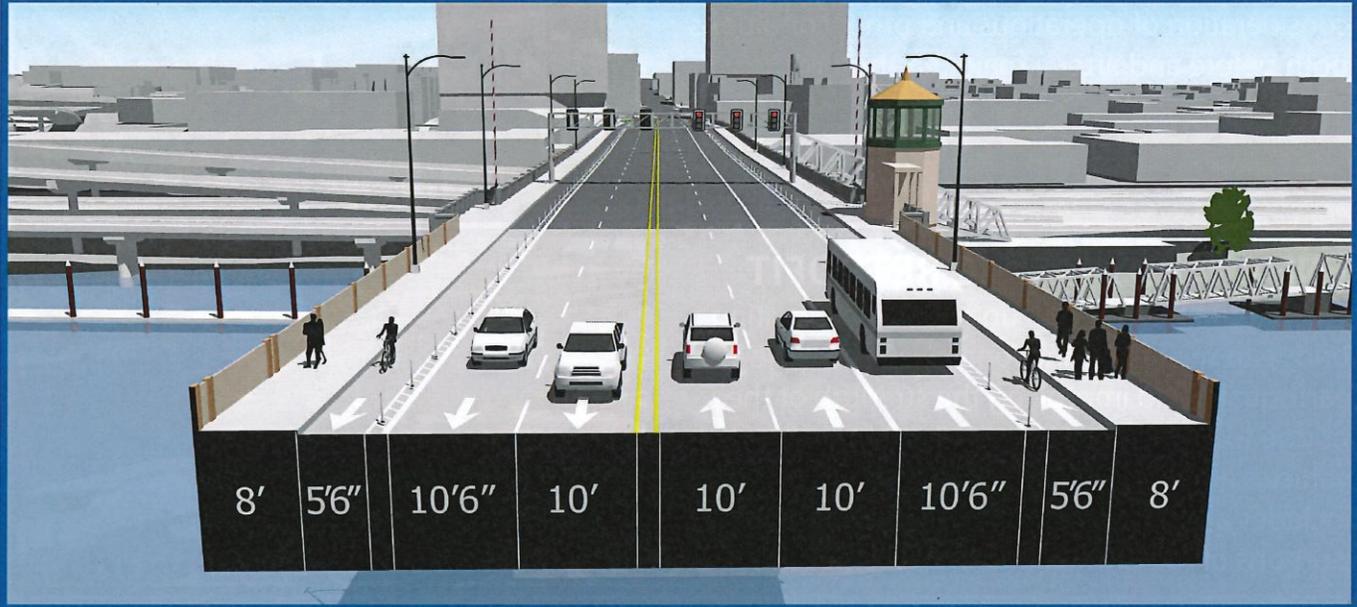
REPLACEMENT: Movable Bridge – NE Couch Connection

A new movable bridge at about the same height as the current bridge. The east landing splits to connect to NE Couch Street. Westbound traffic enters from NE Couch Street. This option assumes a width of approximately 106 feet over the river.

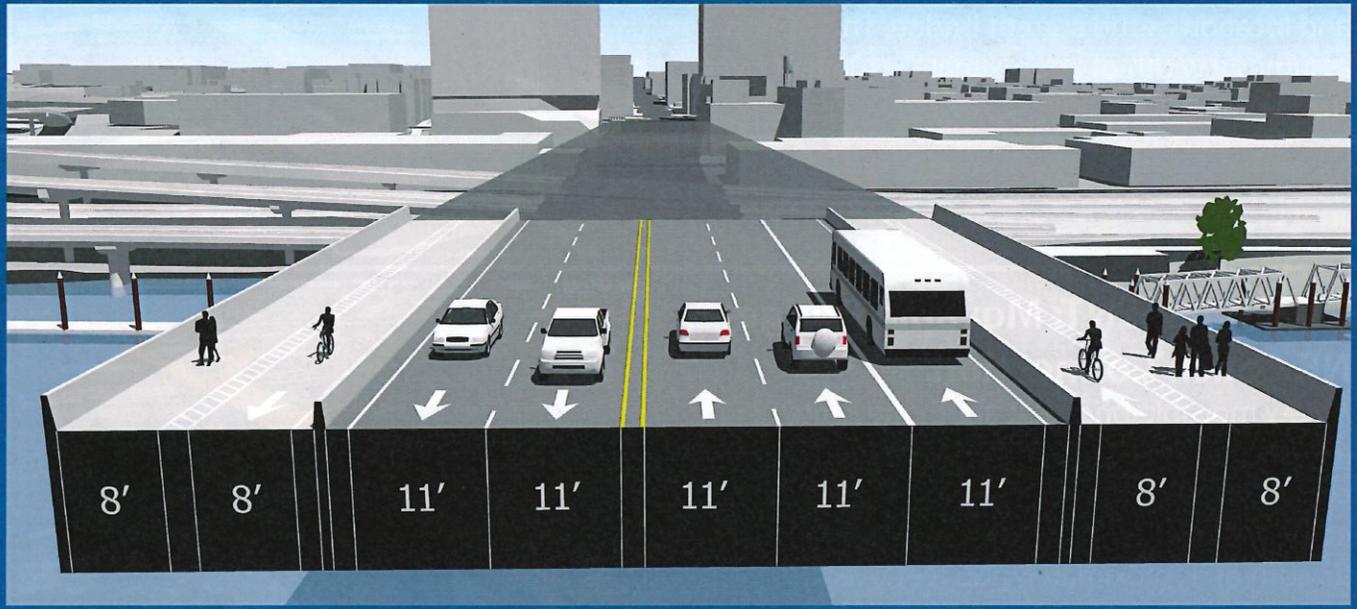


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ENHANCED SEISMIC RETROFIT CROSS SECTION

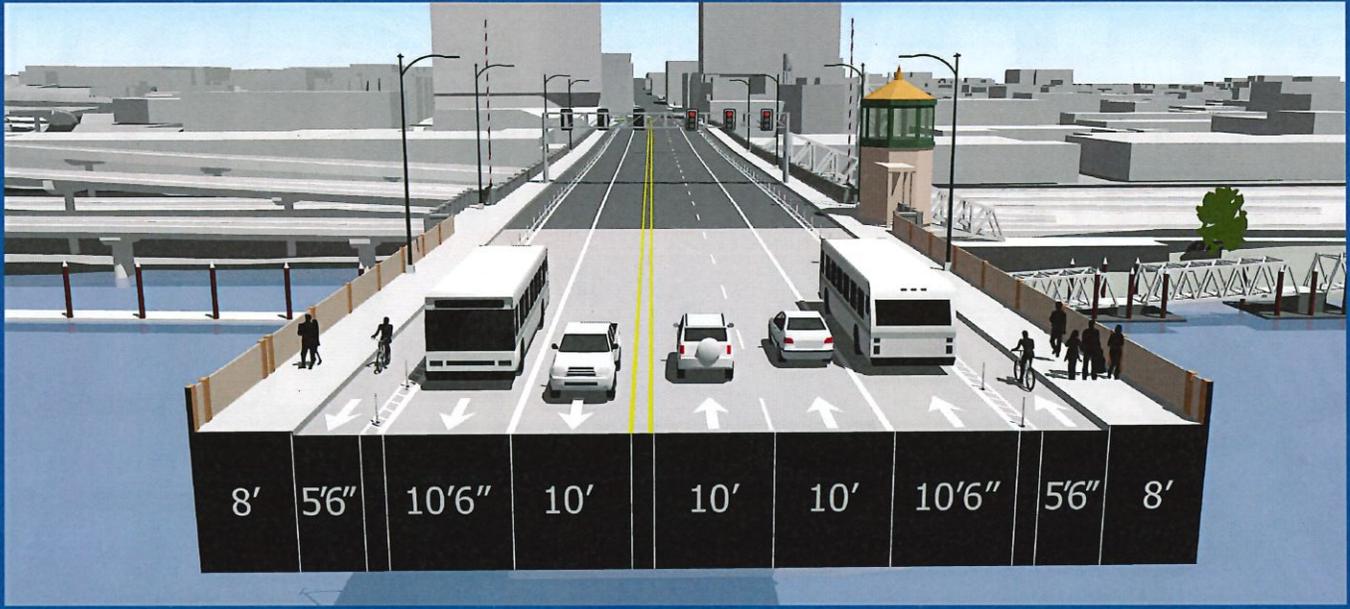


REPLACEMENT ALTERNATIVES CROSS SECTION

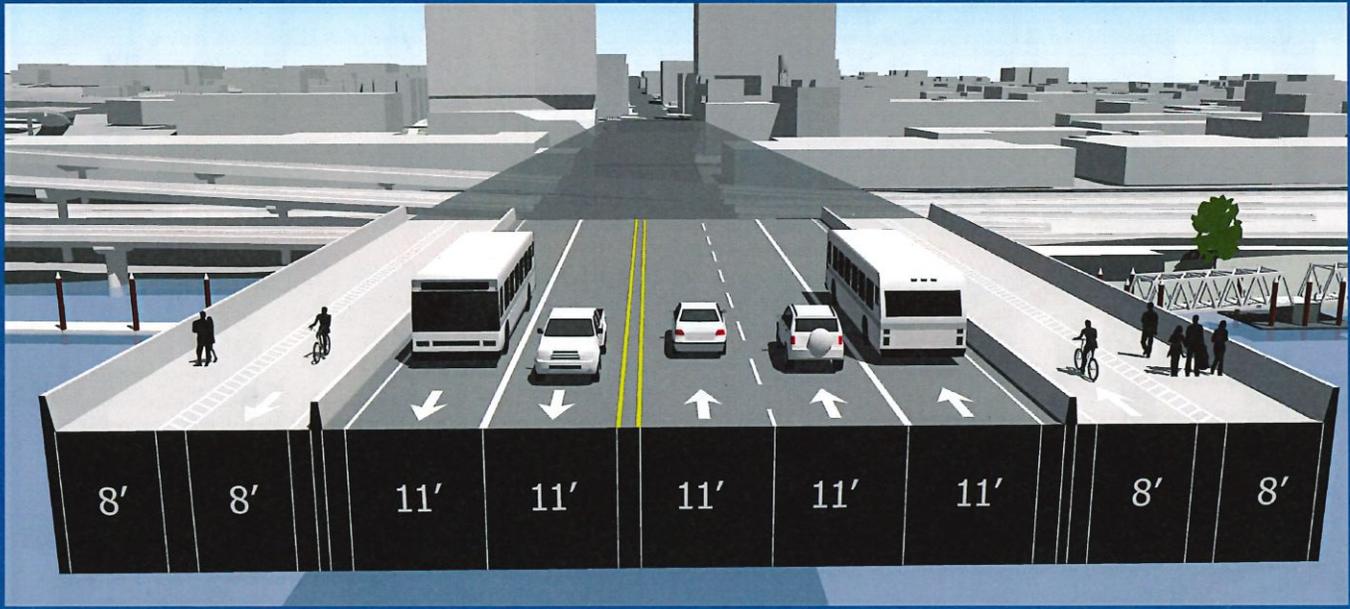


CROSS SECTIONS TO BE STUDIED FOR FEASIBILITY

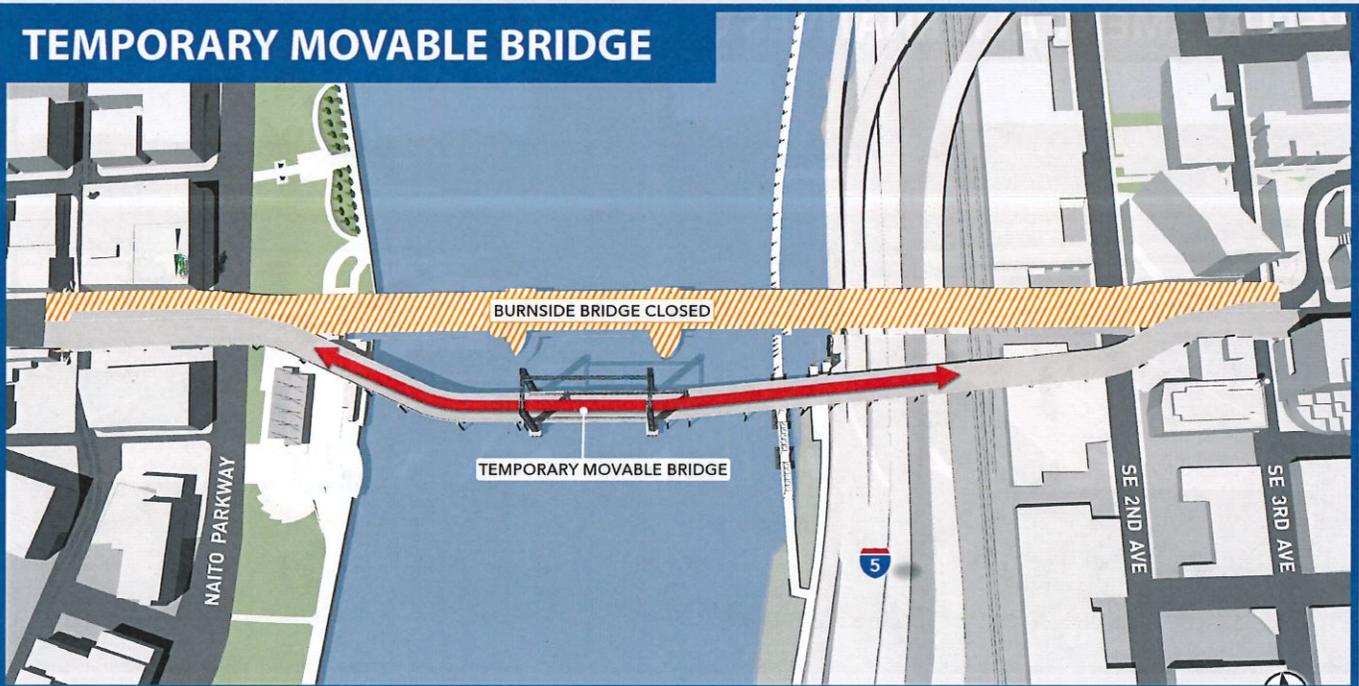
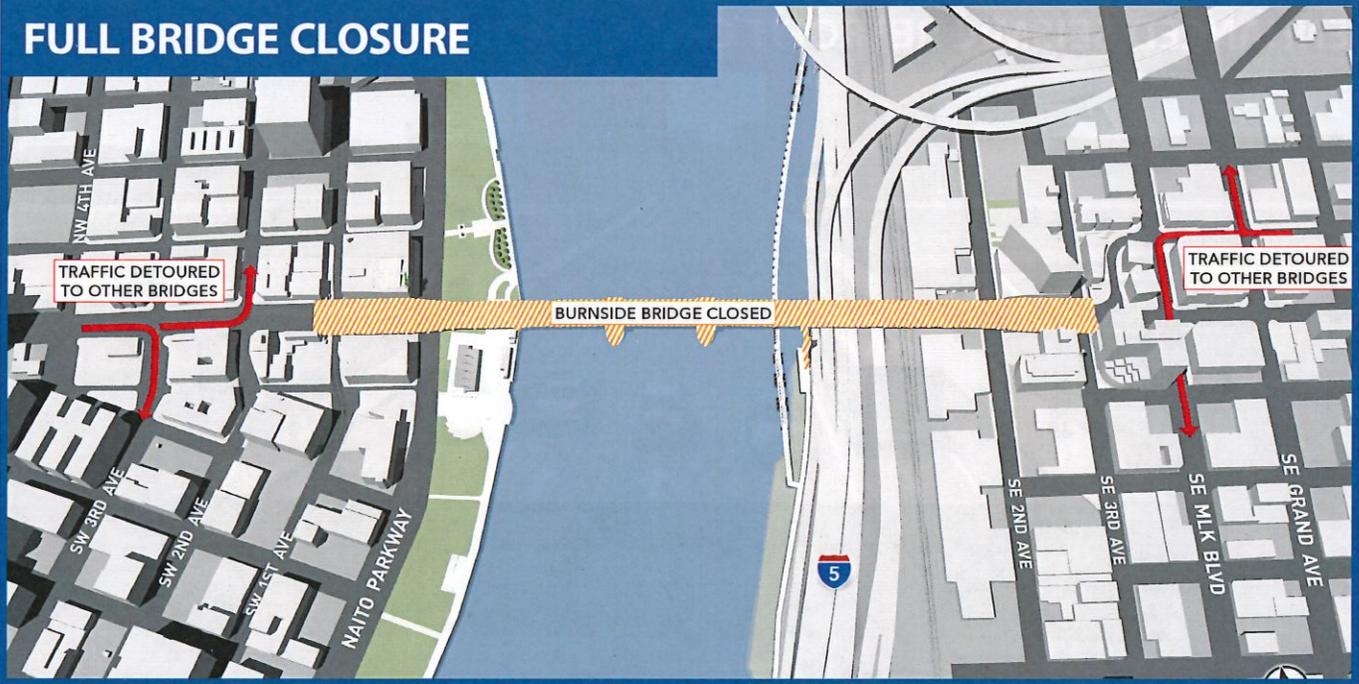
ENHANCED SEISMIC RETROFIT CROSS SECTION



REPLACEMENT ALTERNATIVES CROSS SECTION



TRAFFIC MANAGEMENT OPTIONS





1 SEISMIC RESILIENCY

- 1a.1 Maximize confidence in post-earthquake crossing operability and reparability.
- 1a.2 Maximize ability for all modes to use the crossing post-earthquake.
- 1a.3 Minimize risk that adjacent buildings could damage or block the bridge after a major earthquake, and minimize risk that crossing construction could lessen the seismic resilience of adjacent buildings.
- 1b.1 Minimize delay in achieving a seismically resilient crossing.



2 COMMUNITY QUALITY OF LIFE (INCLUDES INDIRECT LAND USE IMPACTS & COMMUNITY RESOURCES)

- 2a.1 Minimize long-term noise and light/shadow impacts.
- 2a.2 Minimize long-term impacts to community facilities and events under and near the bridge (e.g., Skatepark, Saturday Market, park festivals, parades, organized runs, etc).
- 2b.1 Minimize temporary impacts to community facilities and events under and near the bridge.



3 EQUITY & ENVIRONMENTAL JUSTICE (INCLUDES SOCIAL SERVICES)

- 3a.1 Minimize displacements of emergency beds.
- 3a.2 Maintain social service providers' long-term ability to provide current level of service and potential for enhancement.
- 3a.3 Avoid disproportionate adverse impacts to vulnerable and Environmental Justice communities.
- 3b.1 Minimize temporary impacts to social service providers.
- 3b.2 Avoid temporary disproportionate adverse impacts to vulnerable and Environmental Justice communities.
- 3b.3 Ensure that design and construction approach allow ample opportunities for DBE firms to be involved in the construction/contracting process.



4 CRIME REDUCTION & PERSONAL SAFETY

- 4a.1 Maximize personal safety and crime reduction by following principles of Crime Prevention Through Environmental Design (CPTED).



5 BUSINESS AND ECONOMICS

- 5a.1 Minimize business displacements and permanent access impacts.
- 5a.2 Support redevelopment potential consistent with local plans.
- 5b.1 Minimize temporary access impacts to businesses.
- 5b.2 Minimize temporary regional economic impacts.
- 5b.3 Minimize loss of economic benefits (includes businesses and charities) from temporary impacts to major community events under and near the bridge.



6 PARKS & RECREATION RESOURCES

- 6a.1 Minimize park displacements and adverse functionality impacts (include impacts to river recreation).
- 6b.1 Minimize temporary impacts to parks.



7 HISTORIC RESOURCES

- 7a.1 Minimize historic resource impacts.
- 7b.1 Minimize temporary impacts to historic resources.



8 VISUAL & AESTHETICS

- 8a.1 Minimize adverse impacts to existing views and view corridors.
- 8a.2 Maximize aesthetic experience for all users approaching, on, and under the bridge.
- 8a.3 Create opportunity for a crossing that provides an iconic/demonstrative visual experience.



9 NATURAL RESOURCES, CLIMATE CHANGE & SUSTAINABILITY

- 9a.1 Minimize impacts to water quality and flooding.
- 9a.2 Minimize impacts to fish and wildlife.
- 9b.1 Minimize temporary impacts to water quality and flooding.
- 9b.2 Minimize temporary impacts to air quality and green-house gas emissions.
- 9b.3 Minimize temporary impacts to fish and wildlife.
- 9b.4 Minimize resource consumption and waste production during construction.



10 PEDESTRIANS, BICYCLISTS & PEOPLE WITH DISABILITIES

- 10a.1 Maximize City's Vision Zero principles for safety and comfort for bicyclists, pedestrians, and other low-impact vehicles (e.g., scooters, skateboards).
- 10a.2 Maximize access/connectivity for bicyclists and other low-impact vehicles.
- 10a.3 Maximize access/connectivity for pedestrians and ADA.
- 10b.1 Minimize temporary travel time and access/connectivity impacts to bicyclists.
- 10b.2 Minimize temporary travel time and access/connectivity impacts to pedestrians.
- 10b.3 Maximize City's Vision Zero principles for safety and comfort for bicyclists, pedestrians, and other low-impact vehicles (e.g., scooters, skateboards).



11 MOTOR VEHICLES, FREIGHT & EMERGENCY VEHICLES

- 11a.1 Maximize safety for motor vehicles and freight.
- 11a.2 Maximize emergency service operations and responsiveness.
- 11b.1 Minimize temporary access and travel time impacts to freight and emergency vehicles.
- 11b.2 Minimize temporary safety impacts to motor vehicles, freight, and emergency vehicles.
- 11b.3 Minimize temporary access and travel time impacts to motor vehicles.



12 TRANSIT

- 12a.1 Maximize Streetcar readiness.
- 12a.2 Maximize bus accessibility.
- 12a.3 Minimize transit collision vulnerability.
- 12b.1 Minimize temporary impacts to transit access, safety, travel times, and ridership.



13 FISCAL RESPONSIBILITY

- 13a.1 Minimize total project cost.
- 13a.2 Minimize long-term maintenance needs/costs.

KEY: LONG TERM - DURING CONSTRUCTION