

Technical Report Summary: Economics

This summarizes the key findings of the *Draft Environmental Impact Statement* detailed in the *EQRB Economics Materials Technical Report*.

Affected Environment

The socioeconomic data for the study area is represented by three census tracts which surround the proposed Project: Census Tract 21 representing the east side of the bridge, Census Tract 51 representing the Pearl District, and Census Tract 106 representing downtown Portland. However, economic effects of the Project and its construction may extend more broadly across Portland and Multnomah County.

Mitigation

For all the build alternatives, mitigation measures to reduce the negative economic impacts could include some of the actions listed below:

- A combination of signage and advanced information about detours and closures would allow travelers to plan their trips in advance.
- Signage and other communications would direct customers of affected businesses to alternate access points.
- Relocation assistance would be offered to displaced businesses who are eligible under the Uniform Right of Way Act, and construction approaches would be developed that could reduce the overall extent and duration of construction noise, street closures, park closures, and crossing closures.

More information on this topic is available in the *Draft Environmental Impact Statement* and in the *EQRB Economics Technical Report*.

More information

Help shape the future of the Burnside Bridge and visit BurnsideBridge.org for more information.

For more information, contact:

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

For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us.

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.

Impacts from the Bridge Alternatives



No-Build Alternative

The No-Build Alternative would still require periodic maintenance and repairs to keep the bridge fully operational which could cause minor to moderate economic disruptions by impeding access to businesses, social services, and amenities in the local and regional economies.

In the event of the next Cascadia Subduction Zone earthquake the Burnside Bridge is expected to collapse, along with all the bridges crossing the Willamette. Traffic would not be able to cross the river resulting in economic disruptions in the local and regional economies, including disruptions in the movement of people and goods, disruptions in business operations, and in distributing relief efforts and emergency supplies.



Impacts Common to all Build Alternatives

Up to six businesses could be displaced under all the build alternatives: Portland Saturday Market Administration and storage space, one classroom at the University of Oregon, two parking lots operated by Diamond Parking Service, Rose City Transportation parking lot and building, and American Medical Response Ambulance Service. There would need to be a temporary displacement of the Pacific West Coast Fruit Company for staging, and the Couch Extension Alternative would permanently displace the business. In addition, short-term impacts due to construction would include traffic delays, temporary displacements or limited access to businesses, and cancellations and disruptions to public events in recreational areas.

Impacts from Construction Traffic Management



Without a Temporary Bridge

There would be no change to the impacts for all build alternatives described above.



With a Temporary Bridge

A temporary bridge could reduce traffic delays, although it would also cause additional disruptions such as increased closure time for parks and recreational areas and additional closures to the Willamette River resulting in increased shipping costs and impacts to cruise operations.