

Technical Report Summary: Environmental Justice

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

Affected Environment

Environmental Justice (EJ) populations are defined separately and individually as racial and ethnic minority and low-income populations. The study area for the EJ analysis includes a 0.5-mile buffer from the project area. The entirety of all census tracts and block groups intersecting the 0.5-mile buffer were selected as part of the study area.

Residential areas nearest to the east approach have slightly higher concentrations of Black and African American, Native Hawaiian or Pacific Islander, and two-or-more race populations than the Multnomah County average. The percentage of low income individuals in the study area (38 percent) is higher than that found in the county (28 percent). This is particularly true for Census Tract 106, the area west of the Willamette River and south of W Burnside that includes the hub of social service providers serving homeless populations in the west approach area. The project area constitutes one of the highest concentrations of homeless individuals in the city.

Mitigation

Potential mitigation strategies are as follows:

- Provide early notification and conduct outreach about detours and closures, especially for social service agencies.
- Offset temporary impacts by working with minority contractors and union representatives to maximize construction related opportunities for EJ communities.
- Partner with social service providers to offer free or reduced-price transit passes to those who qualify to offset the disproportionate impacts of out-of-direction travel during construction.

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

More information

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

For more information, contact:

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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.

BurnsideBridge.org

   @MultCoBridges, #ReadyBurnside

Impacts from the Bridge Alternatives



No-Build Alternative

Under the No-Build Alternative there would be no impacts. The Burnside Bridge would not be retrofitted or replaced and would remain seismically vulnerable. This alternative also assumes future projects and land use changes would occur that are anticipated in adopted transportation and land use plans.



Impacts Common to all Build Alternatives

Short-term access impacts to social service providers have the potential to impact EJ populations to a higher degree than the general population but have been mostly avoided through the design process. Homeless individuals who have established temporary residence under the Burnside Bridge would be displaced during construction for all the build alternatives. The number of individuals that would experience displacement is unknown; however, social service facilities would be accessible to those who use them throughout construction. While other impacts such as traffic delays and park and recreational closures are expected, it is not anticipated that EJ populations would experience these impacts at a disproportionate rate.



Enhanced Seismic Retrofit Alternative

In addition to the common impacts above, this alternative would have greater temporary impacts to social service accessibility.



Replacement Alternative with Short-Span Approach

Would have the same impacts as the Retrofit Alternative with a few differences: fewer piers under the bridge would improve safety, require less maintenance for replacement alternatives and improve access to community services.



Replacement Alternative with Long-Span Approach

Would have the same impacts as the Short-span Alternative except with five fewer piers within Governor Tom McCall Waterfront Park at the west approach which would result in improved visibility and a safer environment for all users of the park, including EJ populations.



Replacement Alternative with Couch Extension

Would have the same impacts as the Short-span Alternative with the following differences. The Pacific Coast Fruit Company, which is considered a potential EJ resource for employment of low-income and minority workers, would be permanently displaced. In addition, the existing pedestrian and bicycle facility on the Couch Street alignment would be removed. This could have an impact on EJ populations living or working in the area.

Impacts from Construction Traffic Management



Without a Temporary Bridge

Individuals who walk or bike across the river to access dining halls, temporary shelter, and social services would need to find alternative routes to access resources and would be disproportionately impacted.



With a Temporary Bridge

EJ impacts would have less of a disproportionate impact on individuals without a car that normally travel in and through the neighborhood. This is a particular concern for people with disabilities living in Central City Concern and Portland Rescue Mission housing who may find it difficult to navigate through the area during construction. Installation of the temporary bridge itself is expected to cause the highest level of construction noise.