

## Technical Report Summary: Public Services

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

### Affected Environment

The study area for the public services analysis extends approximately one-half mile out from the project area. Public service resources in the area include Portland Fire and Rescue, the Portland Police Bureau, the University of Oregon, American Medical Response (AMR), and the Multnomah County Sheriff's Office River Patrol Unit.

### Mitigation

All the build alternatives would mitigate the relocation of the AMR building and the University of Oregon retail space. Compensation and relocation assistance would mitigate the effects to the services. To mitigate for temporary construction activities affecting public services, detailed coordination regarding construction locations and phasing would be required with the appropriate parties. OSMB and law enforcement agencies would be in frequent communication to ensure boaters are aware of restrictions due to construction. For all the build alternatives, a pre-construction communication plan would be developed detailing how detour and road closure information would be provided to the public services.

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

### More information

Help shape the future of the Burnside Bridge and visit [BurnsideBridge.org](http://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](mailto: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](mailto: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](mailto:burnsidebridge@multco.us).*

### Impacts from the Bridge Alternatives



#### No-Build Alternative

Would cause no permanent change to public services uses or changes in permanent access from the Burnside Bridge. The No-Build Alternative assumes that regular maintenance would continue to occur on the bridge.



#### Impacts Common to all Build Alternatives

All build alternatives would require permanent relocation of the University of Oregon retail space and the AMR facility. Temporary freeway lane closures would be required to demolish and replace the bridge over I-5 and I-84.



#### Enhanced Seismic Retrofit Alternative

Would require the permanent easement and relocation of the retail space leased by the University of Oregon and owned by the City.



#### Replacement Alternative with Short-Span Approach

Compared to the permanent easement required by the Retrofit Alternative, the Short-span Alternative would require a permanent full acquisition of the retail space that is currently leased by the University of Oregon. As with the other alternatives, this alternative would require this facility to relocate.



#### Replacement Alternative with Long-Span Approach

Impacts to public service facilities would be the same as the Short-span Alternative.



#### Replacement Alternative with Couch Extension

Impacts to public service facilities would be the same as for the Short-span Alternative.

### Impacts from Construction Traffic Management



#### Without a Temporary Bridge

Impacts are anticipated to be minimal. Public services would need to redirect their cross-river response and service trips to adjacent bridges or use alternative facilities on either side of the bridge. The potential for increased congestion is greater without a temporary bridge.



#### With a Temporary Bridge

Response times would be similar with and without a temporary bridge. Emergency vehicles could still choose to use one of the other bridges that has more lanes.