



Hello



# County BPCAC Project Briefing

Department of Community Services  
Transportation Division

June 12, 2024



Image Description: Existing operator tower on the Burnside Bridge.

# Last we met // April 10, 2024

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- **Provided overview of the Community Design Advisory Group and public input opportunities for bridge aesthetics**
- **Reviewed recent design decisions:**
  - **Selection of typical cross-section: 17' bike/ped space**
  - **Connection to the Eastbank Esplanade: ramps or elevators will not be included as part of the EQRB project**
  - **Connection to the Skidmore Max Station: staircases will be replaced with sidewalks improvements**



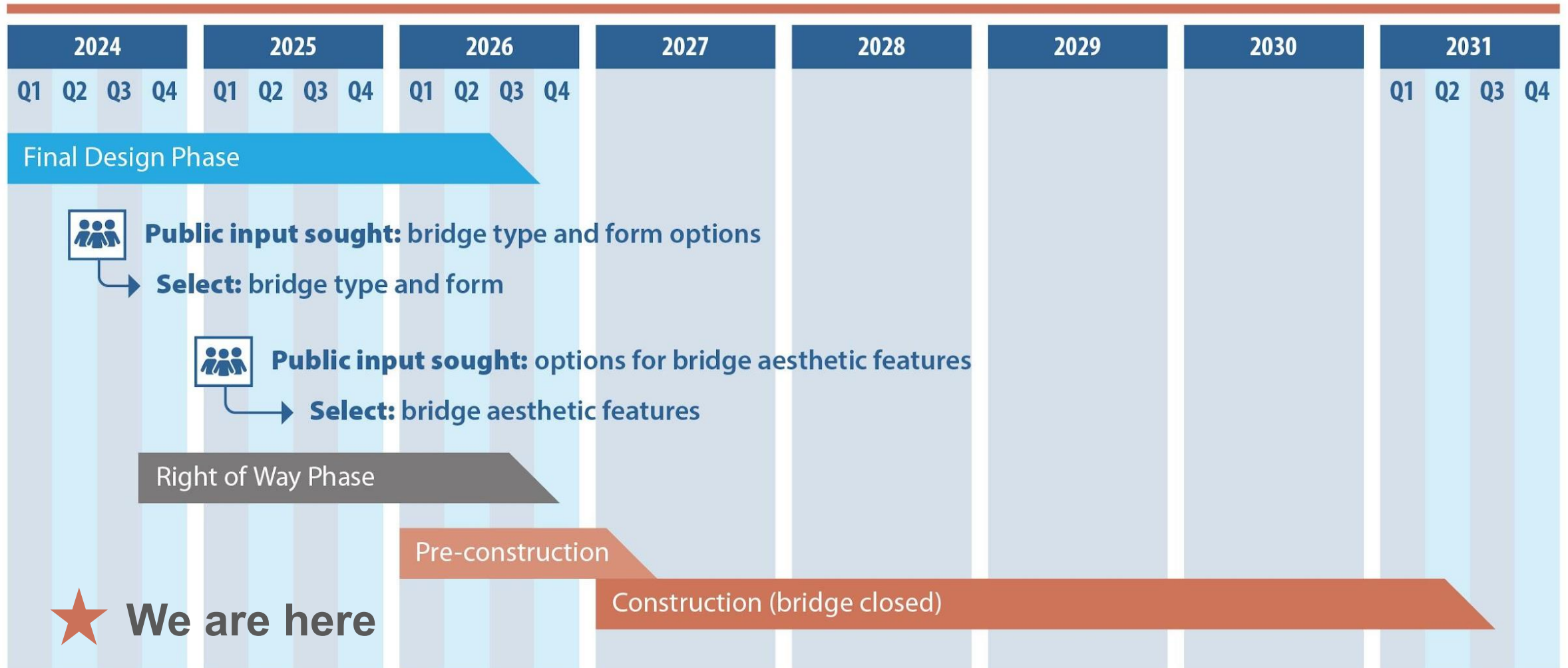
# Today's Agenda

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- **Share near term public input opportunities on range of bridge types**
- **Seek feedback on detour route options during construction**



# Design and Construction Timeline



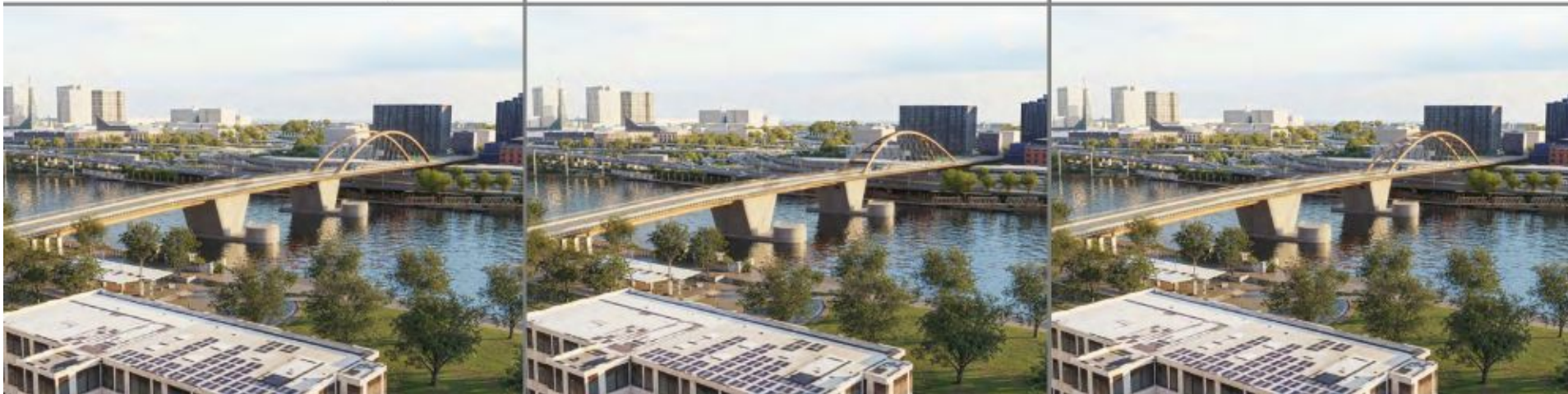
# Range of Options



CS1- Goalpost tower

CS2- V tower

CS3- Inverted-Y tower



TA1- Unbraced vertical arches

TA2- Braced basket-handle arch

TA3- Braced vertical arches



# Summer Outreach Activities

Online Open House & Survey - July 1st through July 31st

June 29th noon-1 pm & July 9th 5:30-6:30 pm: **Webinars**

July 11th 6-8pm: **A night out at OMSI with the Burnside Bridge Team**

July 12th 7-9 am: **Breakfast on the Bridge**

July 13th 10 am - 4 pm: **Portland Saturday Market**

Learn more and sign up for the newsletter at

[www.BurnsideBridge.org](http://www.BurnsideBridge.org)

The background is a blue-tinted photograph of a cityscape. In the foreground, a large bridge with multiple concrete piers spans across a wide river. The city buildings and hills are visible in the background, all under a clear blue sky. The overall tone is professional and clean.

# Detour Route Study



# Detour Route Study

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- Review selection for primary detour route
  - Detour across lower deck of Steel Bridge
- Discuss options under consideration for secondary route for when the primary route is closed for bridge maintenance/repair
  - Detour over upper deck of Steel Bridge
  - Detour over Morrison Bridge
  - Detour over Hawthorne Bridge
- Receive feedback on secondary route options
  - Which of the secondary detour routes are you most (or least) likely to use and why?
  - Are there detour route features that should be prioritized (avoiding steep slopes, overall shortest distance, fewest constriction points)?
  - Other ideas, suggestions and comments?



# Background

- Bridge will be closed for 5 years (2027-2031)
- Project is investigating detour routes for bike/ped/ADA
- Project team and City are evaluating modifications on detour routes for ADA compliance to maximum extent feasible.
- Seeking feedback in June in order to make a decision in early July
- Two virtual briefings open to the public (one daytime, one evening)

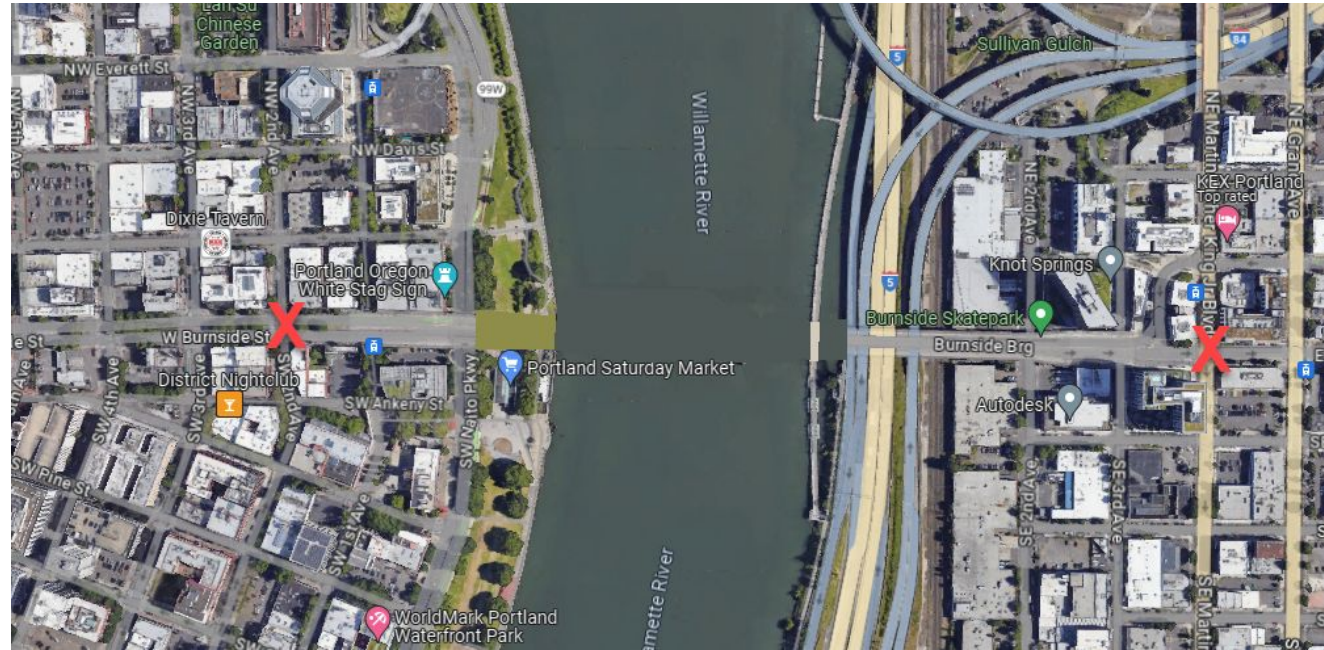


Image Description: Aerial photograph of Burnside Bridge vicinity with red x's marking the east and west ends of bridge.



# Primary Detour Route

## LOWER DECK STEEL BRIDGE

- Collective agreement that it is primary detour route
- Benefits
  - Shortest route,
  - Most active and visible,
  - Most complete from an ADA perspective (a few curb ramp replacements and some sidewalk repair are needed)
  - Has the least exposure to traffic.

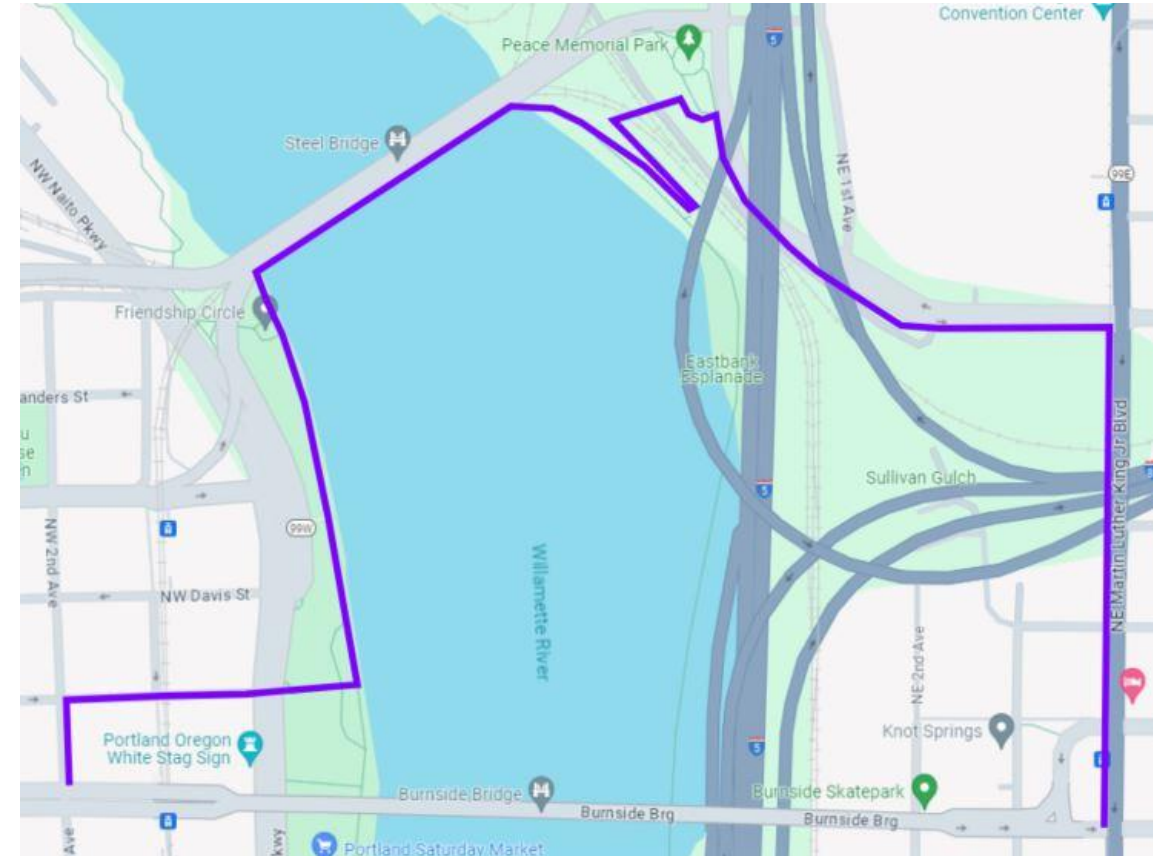


Image Description: Detour route via the Steel Bridge lower deck.

Route Description: W Burnside to NW 2nd Ave to NW Couch St to Waterfront Trail to Steel Bridge to Eastbank Esplanade ramp to NE Lloyd Blvd to NE MLK to E Burnside.



## LOWER DECK STEEL BRIDGE

- Challenges
  - The grade on Lloyd Boulevard exceeds 5% for short segments,
  - Potential overlap of construction with I-5 Rose Quarter project,
  - The lower deck is infrequently closed for repair/maintenance, often without advanced warning. Existing signs direct people to use the upper deck, which has narrow width and steep grade challenges.
- Desire to seek secondary route when the primary route is closed.

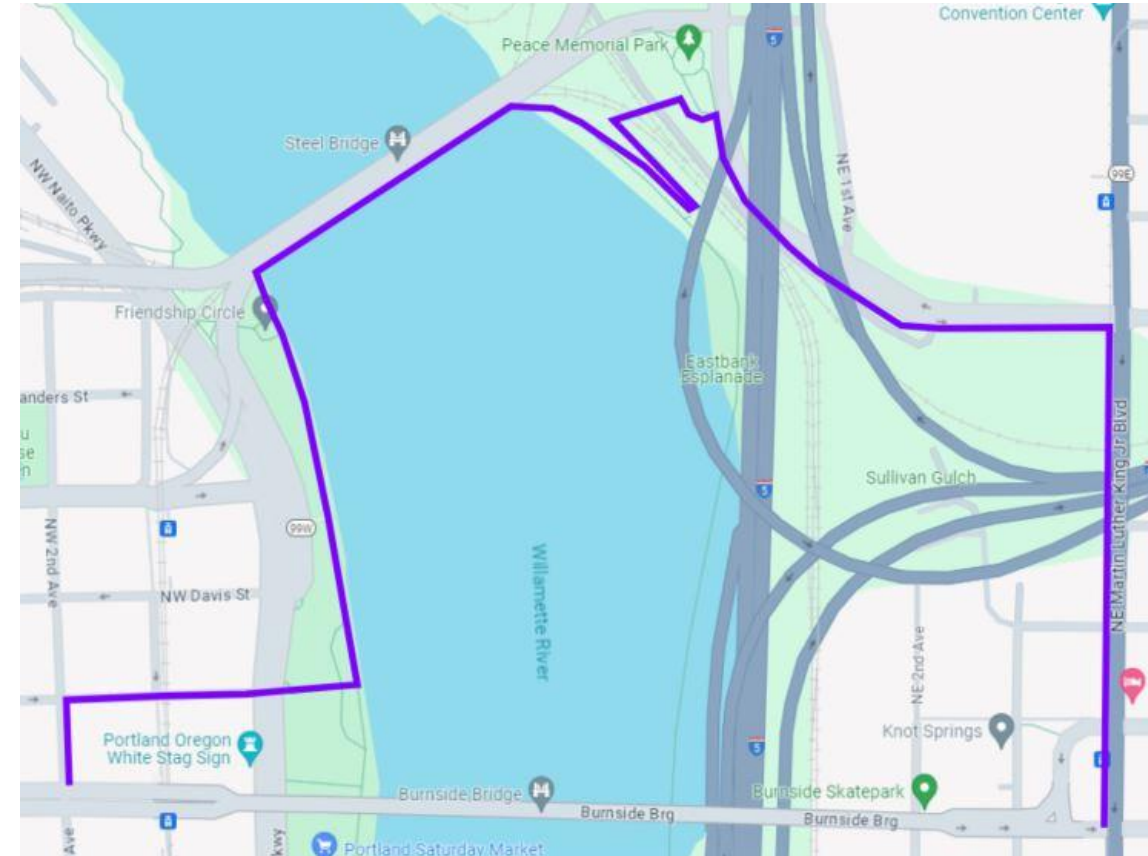


Image Description: Detour route via the Steel Bridge lower deck.

Route Description: W Burnside to NW 2nd Ave to NW Couch St to Waterfront Trail to Steel Bridge to Eastbank Esplanade ramp to NE Lloyd Blvd to NE MLK to E Burnside.



## UPPER DECK STEEL BRIDGE

- Benefits
  - When the Lower Deck is unexpectedly closed or when notification cannot be provided in advance, this route is the shortest distance (requires the least backtracking)
  - Less exposure to traffic
- Challenges
  - Steepest grades
  - Upper deck path is very narrow: 51-56" wide at posts, and 56-60" wide between posts
  - Potential overlap of construction with I-5 Rose Quarter project



Image Description: Google Street View of pedestrian space on the upper deck of the Steel Bridge.



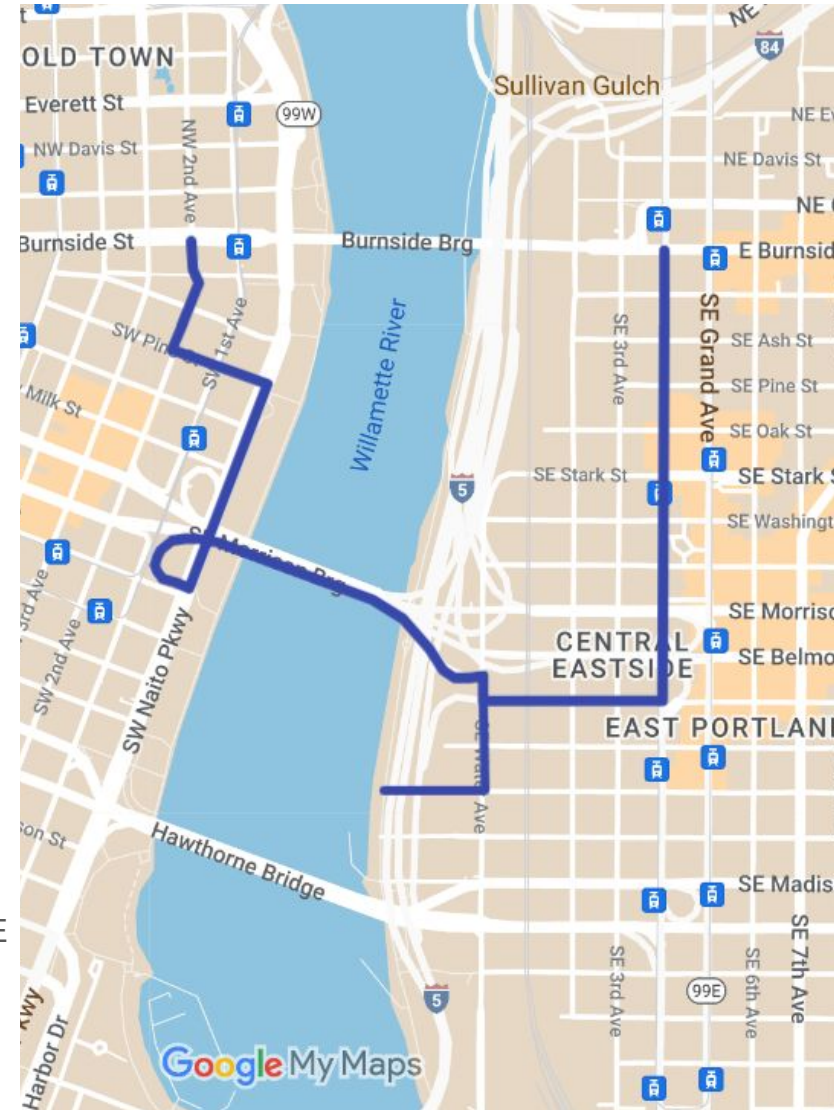
# Secondary Detour Route // Option 2

## MORRISON BRIDGE (via MLK & Yamhill)

- Benefits
  - Wider than Steel Bridge upper deck route
  - Shorter than Hawthorne Bridge route
- Challenges
  - Steep grades
  - Frequent at-grade railroad crossing on Yamhill
  - More exposure to traffic

Image Description: Detour route via the Morrison Bridge.

Route Description: W Burnside to SW 2nd Ave to SW Pine St to SW Naito Pkwy to Morrison Bridge to SE Water Ave to SE Yamhill St to SE MLK to E Burnside. No direct connection to Eastbank Esplanade, but can provide connection via SE Water Ave and SE Salmon St.



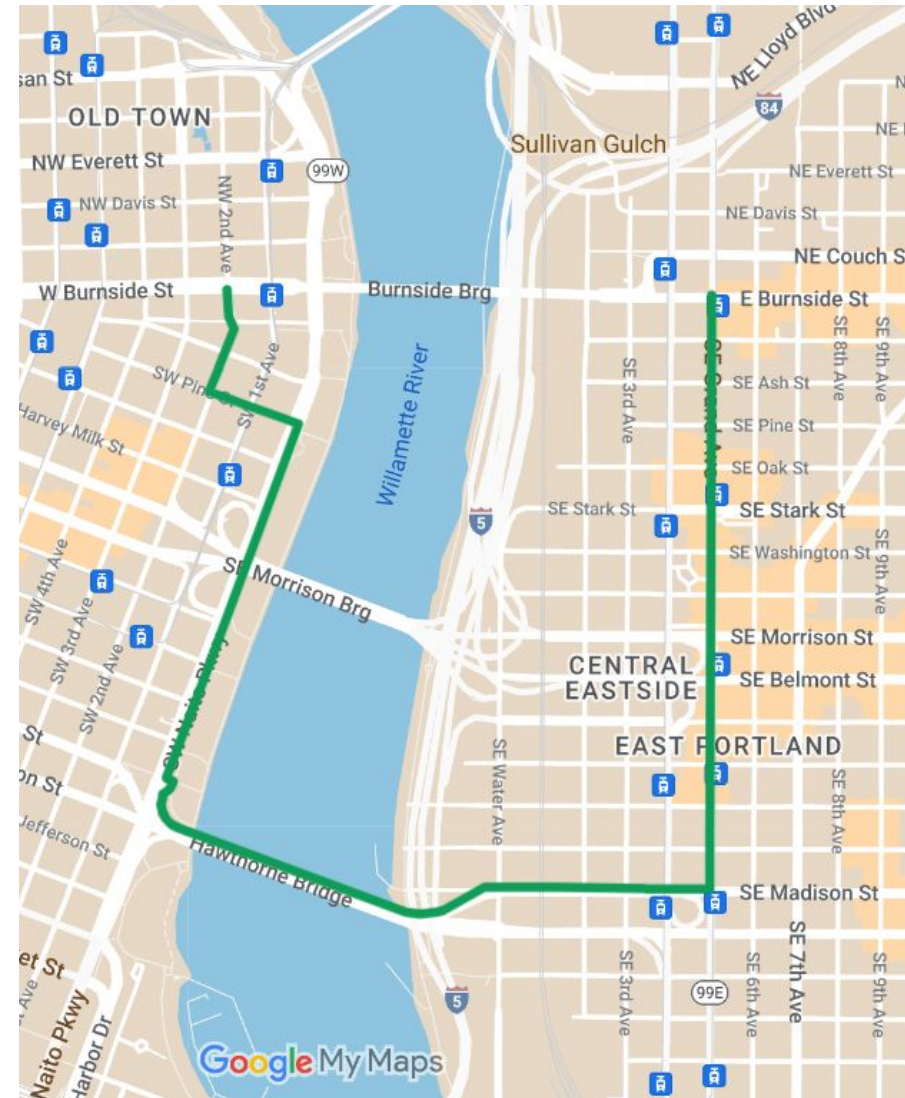
# Secondary Detour Route // Option 3

## HAWTHORNE BRIDGE (via Grand and Madison)

- Benefits
  - Wider than Steel Bridge upper deck route
  - Flatter than Morrison Bridge route
  - No railroad crossing
- Challenges
  - Steep grades
  - Longest distance
  - More exposure to traffic

Image Description: Detour route via the Morrison Bridge.

Route Description: W Burnside to SW 2nd Ave to SW Pine St to SW Naito Pkwy to Morrison Bridge to SE Water Ave to SE Yamhill St to SE MLK to E Burnside. No direct connection to Eastbank Esplanade, but can provide connection via SE Water Ave and SE Salmon St.





# Secondary Detour Route // Comparison

Route	Length/Time (Walking from West Burnside/2nd to East Burnside/MLK)	Side of River, Segment	Avg Grade & Length: <i>Total Climbing Segment</i>	Max Grade	Avg Grade & Length: <i>Portion of Climbing Segment exceeding 5%</i>
Steel Bridge Lower Deck	1.3 miles/31 min	East, on Lloyd	4.2% for 820'	8.6%	5.6% for 200' & 7.6% for 150'
Steel Bridge Upper Deck	1.3 miles/31 min	East, on Lloyd	4.9% for 1000'	8.6%	5.6% for 200' & 7.7% for 330'
		West, from Naito	6.1% for 670'	9.6%	7.3% for 330'
Morrison Bridge	1.7 miles/39 min	East, from Water Av	6.4% for 400'	9.2%	7.3% for 270'
		West, from Naito	4.6% for 650'	6.4%	5.3% for 430'
		West, from 2nd/Alder	4.8% for 375'	5.4%	n/a
Hawthorne Bridge	2.1 miles/47 min	East, at Madison/Grand	5.4% for 175'	9.0%	6.7% for 90'
		East, from Esplanade	6.5% for 250'	9.6%	7.4% for 190'
		West, from Naito	4.6% for 250'	6.8%	6.6% for 150'
		West, from 1st/Main	2.9% for 360'	4.1%	n/a





# Seeking your feedback/input

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- Which of the secondary detour routes are you most (or least) likely to use and why?
- Are there detour route features that should be prioritized (avoiding steep slopes, overall shortest distance, fewest constriction points, exposure to traffic, delays due to trains)?
- What other ideas, suggestions and comments would you like to share today?





**Questions?**

An aerial photograph of a city bridge over a river, with a blue overlay. The bridge has a prominent tower structure. In the background, a city skyline is visible. The text "Thank you" is centered in white.

**Thank you**