



Welcome



Project Briefing

*Multnomah County Bicycle and Pedestrian
Citizen Advisory Committee*

December 10, 2025



Last We Met....June 2024



- Shared a status update on the project
- Shared public input opportunities on the range of bridge types
- Shared recent design decision on typical cross section and connections
- Asked for feedback on the detour route options during construction



Today's Agenda



- Project status update
- Update on the detour route safety improvements
- Update on bridge connections
- Burnside Centennial





Project Status

Project Status // Update



- USDOT Bridge Investment Program grant application is pending for \$447M
- Funding gap is currently \$860M - \$1.06B based on a fall 2033 completion date
- Beginning of construction is currently not set due to ongoing uncertainty at the federal level around transportation funding
- Key design work will be completed to ensure the project is construction-ready



Project Status // Ongoing Work



FY26

- Advance level of design to 60%; anticipated May 2026
- Prepare and submit all permits and land use applications with long lead time and shelf life
- Prepare final drafts of all other permits and land use applications
- Document key design decisions and agency/stakeholder agreements to date

FY27

- Prepare "Pick Up Plan"
- Develop 60% cost estimate and updated range of costs
- Continue to pursue funding opportunities as they arise



Participation Appreciation!



Thank you for providing the **Bike/Ped/ADA point of view** to the Earthquake Ready Burnside Bridge Project **since 2017.**

- Art Graves (2017 - 2023)
- Valerie Schiller (2023 - 2025)

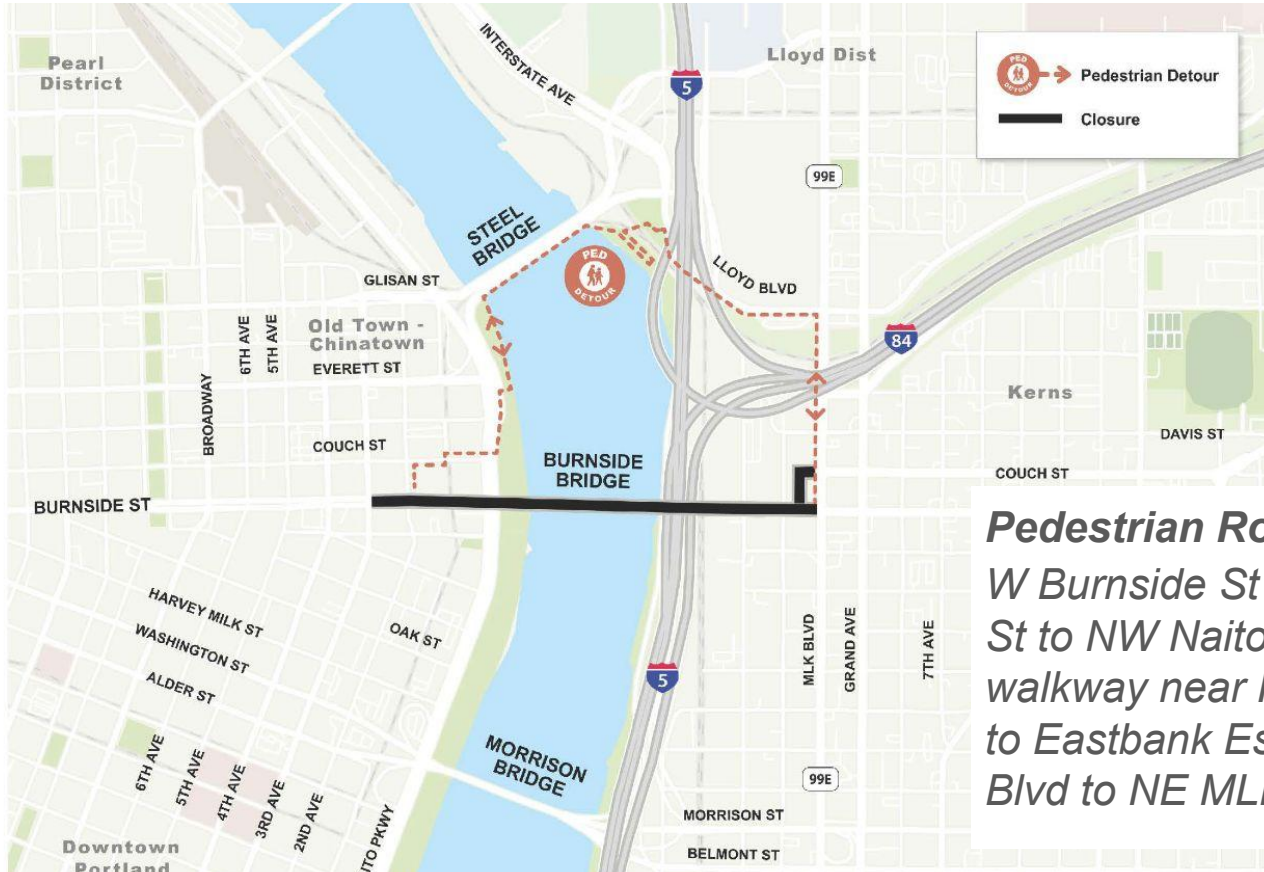
Should the project pick back up, this group would be re-engaged to confirm participation and representation.





Detour Route Improvements

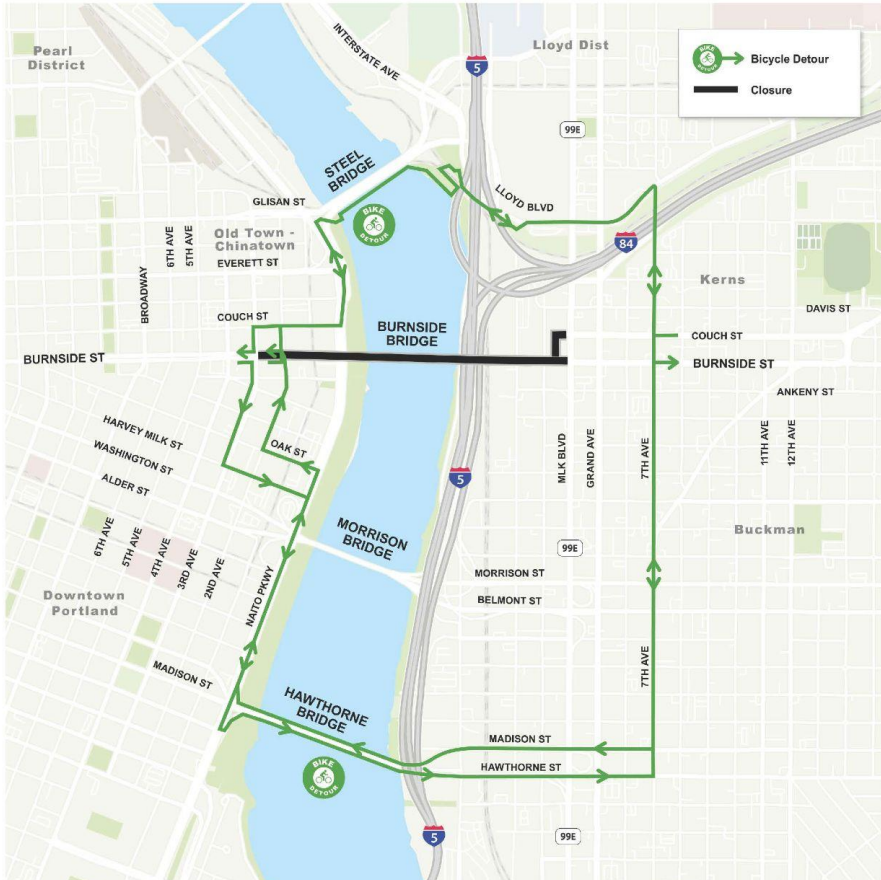
Designated Detour Routes // Ped



Pedestrian Route Description:

W Burnside St to NW 2nd Ave to NW Couch St to NW Naito Pkwy to Waterfront Trail (via walkway near NW Everett St) to Steel Bridge to Eastbank Esplanade ramp to NE Lloyd Blvd to NE MLK Blvd to E Burnside St.

Designated Detour Routes // Bike



North Bike Route Description:

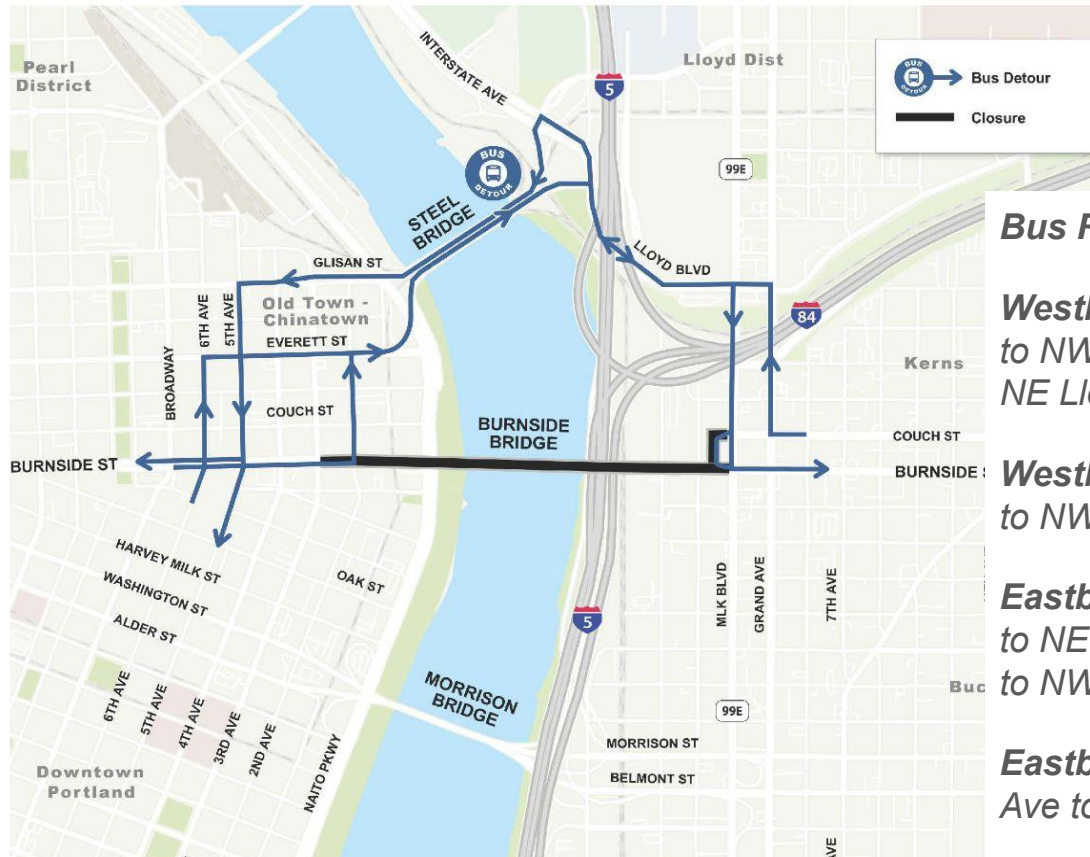
Eastbound: W Burnside St to NW 2nd Ave to NW Couch St to NW Naito Pkwy to Waterfront Trail (via Friendship Circle) to Steel Bridge to Eastbank Esplanade ramp to NE Lloyd Blvd to Blumenauer Bridge to NE 7th Ave to E Burnside St;

Westbound: NE Couch St to NE 7th Ave to Blumenauer Bridge to NE Lloyd Blvd to Eastbank Esplanade ramp to Steel Bridge to Waterfront Trail to NW Naito Pkwy (via Friendship Circle) to NW Couch St to NW 3rd Ave to W Burnside St.

South Bike Route Description:

Eastbound: W Burnside St to SW 3rd Ave to SW Harvey Milk St to SW Naito Pkwy to Hawthorne Bridge to SE Hawthorne Blvd to SE 7th Ave to E Burnside St; **Westbound:** NE Couch St to SE 7th Ave to SE Madison St to Hawthorne Bridge to SW Naito Pkwy to SW Oak St to SW 2nd Ave to W Burnside St.

Designated Detour Routes // Transit



Bus Route Description:

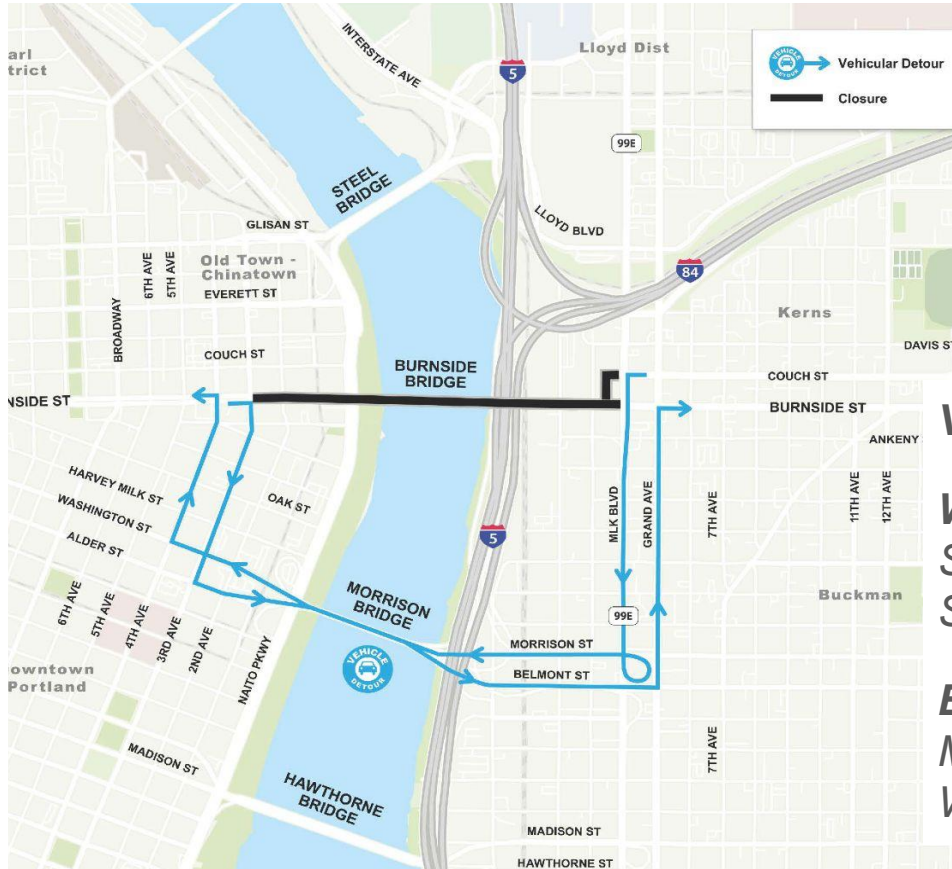
Westbound #20 Bus: W Burnside St to NW 2nd Ave to NW Everett St to Steel Bridge to NE Oregon St to NE Lloyd Blvd to NE MLK Blvd to E Burnside St;

Westbound #12/19 Bus: SW 6th Ave to NW 6th Ave to NW Everett St (and then same as #20);

Eastbound #20 Bus: NE Couch St to NE Grand Ave to NE Lloyd Blvd to NE Multnomah St to Steel Bridge to NW Glisan St to NW 5th Ave to W Burnside St;

Eastbound #12/19 Bus: Same as #20, except NW 5th Ave to SW 5th Ave.

Designated Detour Routes // Vehicles



Vehicular Route Description:

***Westbound:** W Burnside St to SW 3rd Ave to SW Alder St to Morrison Bridge to SE Belmont St to NE Grand Ave to E Burnside St;*

***Eastbound:** NE Couch St to SE MLK Blvd to SE Morrison St to Morrison Bridge to SW Washington St to NW 4th Ave to W Burnside St.*

Designated Detour Routes // All

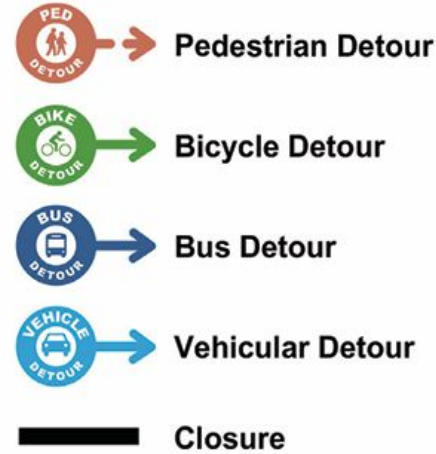
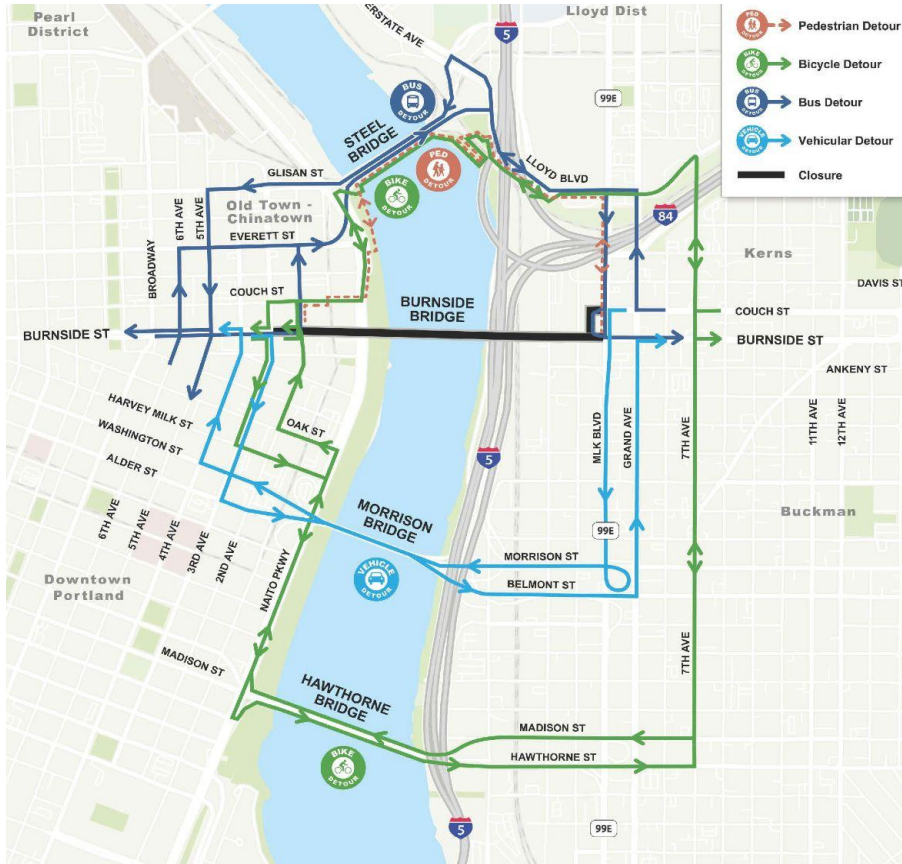


Image Description: Detour routes for each mode of transportation during Burnside Bridge closure



Designated Detour Routes // EE // Ped



Detour route for pedestrians during intermittent Eastbank Esplanade closures and Waterfront Trail closure

Pedestrian Route Description:

Eastbank Esplanade to Hawthorne Bridge to Waterfront Trail to NW Naito Pkwy (via SW Ankeny) to Waterfront Trail (via walkway near NW Everett St) to Steel Bridge to Eastbank Esplanade



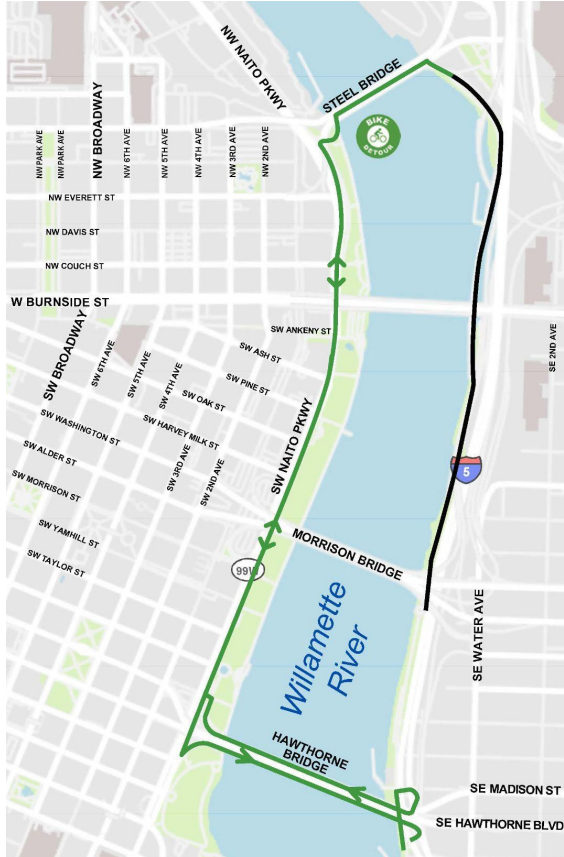
Designated Detour Routes // EE // Bike



Detour route for bikes during intermittent Eastbank Esplanade closures

Bike Route Description:

Eastbank Esplanade to Hawthorne Bridge to SW Naito Pkwy to Waterfront Trail (via Friendship Circle) to Steel Bridge to Eastbank Esplanade



Detour Route Safety Improvements



PEDESTRIAN DETOUR ROUTE

Sidewalk, curb ramp, and push button modifications



Left Image Description: Photograph showing reconstructed sidewalk, two curb ramps, and a push button pole

Pedestrian refuge



Right Image Description: Photograph showing one concept for a pedestrian refuge, which includes a concrete island for pedestrians to wait between vehicular travel lanes and a bike lane.



Detour Route Safety Improvements



BICYCLE DETOUR ROUTES

Protected bike lanes



Left Image Description: Photograph showing green bike lanes that are protected by a concrete curb separator

Buffered bike lanes



Center Image Description: Photograph showing bike lane with striped buffers

Bike Boxes



Top Right Image Description: Photograph bike box in front of curb-side right turn lane

Bike Signals



Bottom Right Image Description: Photograph showing bike signal and sign



Detour Route Safety Improvements

BUS DETOUR ROUTE

Center Image Description:
Photograph showing one concept
for bus striping that includes a
shared space for buses and bikes

Temporary bus stops



Left Image Description: Photograph showing one concept for a temporary bus stop that includes shelter, signs, and a curb extension using a concrete curb separator and asphalt backfill



Signs and striping



Right Image Description: Photograph showing one concept for bus striping & signing that includes a red bus only lane and a green bike lane



Detour Route Safety Improvements



VEHICULAR DETOUR ROUTE

Turn Lanes



Left Image
Description:
Photograph showing
left turn lane striping
and signal head

Traffic signal modifications (signal heads, push buttons phase & timing changes)



Right Image
Description: Photograph
showing traffic signal
infrastructure such as
mast arm, traffic signal
heads, pedestrian signal
heads, push buttons
and controller cabinets



Detour Route Safety Improvements

VEHICULAR DETOUR ROUTE

Traffic calming



Left Image Description: Photograph showing one concept for a traffic calming by adding plastic wedges to slow down right turning vehicles

Traffic diverters



Right Image Description: Photograph showing one concept for traffic diverter on a two-way two-lane street that changes one direction of travel to bike only with striping, signs, and a concrete planter box



Detour Route Safety Improvements



Detour Route Safety Improvements



- Sign/stripe for Turn Lane
- Sign/stripe for Bus
- Temporary Bus Stop
- Permanent Parking Removal
- Temporary Parking Removal
- Sidewalk Modifications
- Protected Bike Lane
- Bike Striping
- Pedestrian Refuge
- Traffic Diverter
- Traffic Calming
- Signal Modifications
- Signal Timing
- Pedestrian Detour
- Bicycle Detour
- Bus Detour
- Vehicular Detour
- Closure

Image Description: Proposed improvements
in south part of detour route area

Detour Route Safety Improvements



Additional planned improvements:

- Transit signal priority upgrades to controllers for some of the traffic signals near the east and west ends of Burnside, Morrison, and Steel Bridges
- Mechanical and electrical upgrades for the gates and cameras on the lower deck shared use path of the Steel Bridge to improve reliability



West Side Bus Stop Upgrades

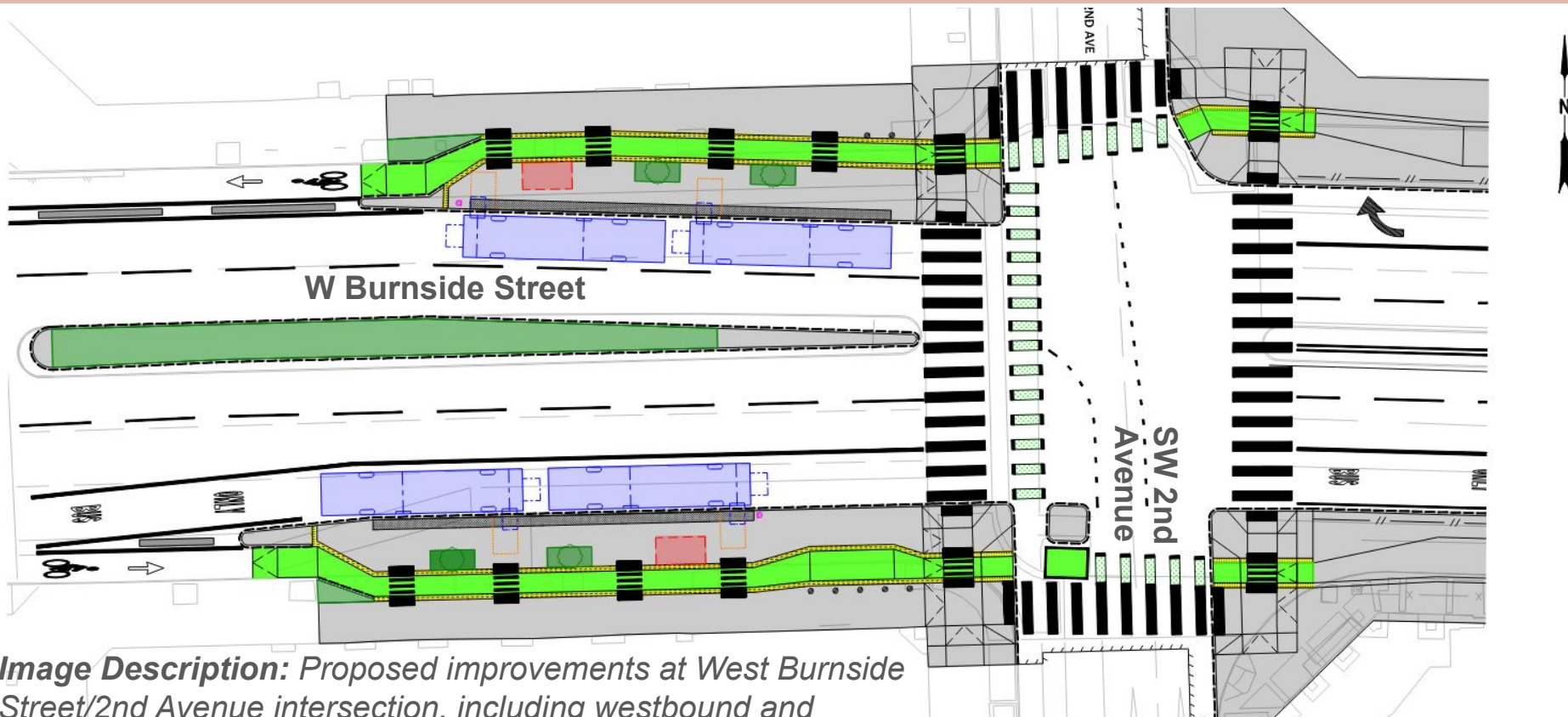
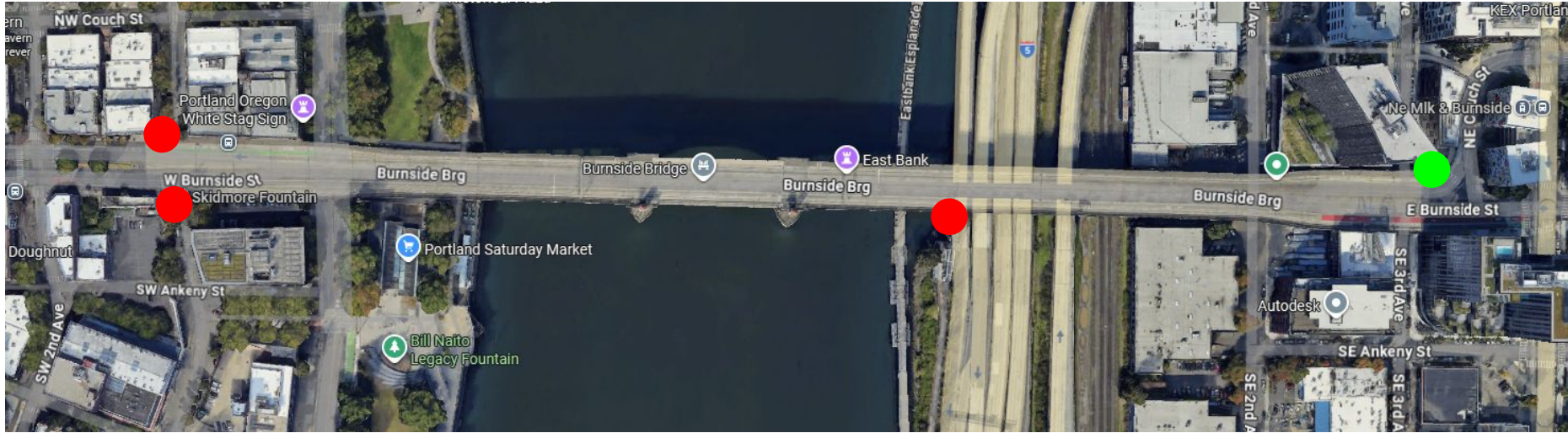


Image Description: Proposed improvements at West Burnside Street/2nd Avenue intersection, including westbound and eastbound bus stops just west of 2nd Avenue

Bridge Connections



Overview



West Side Access // Overview



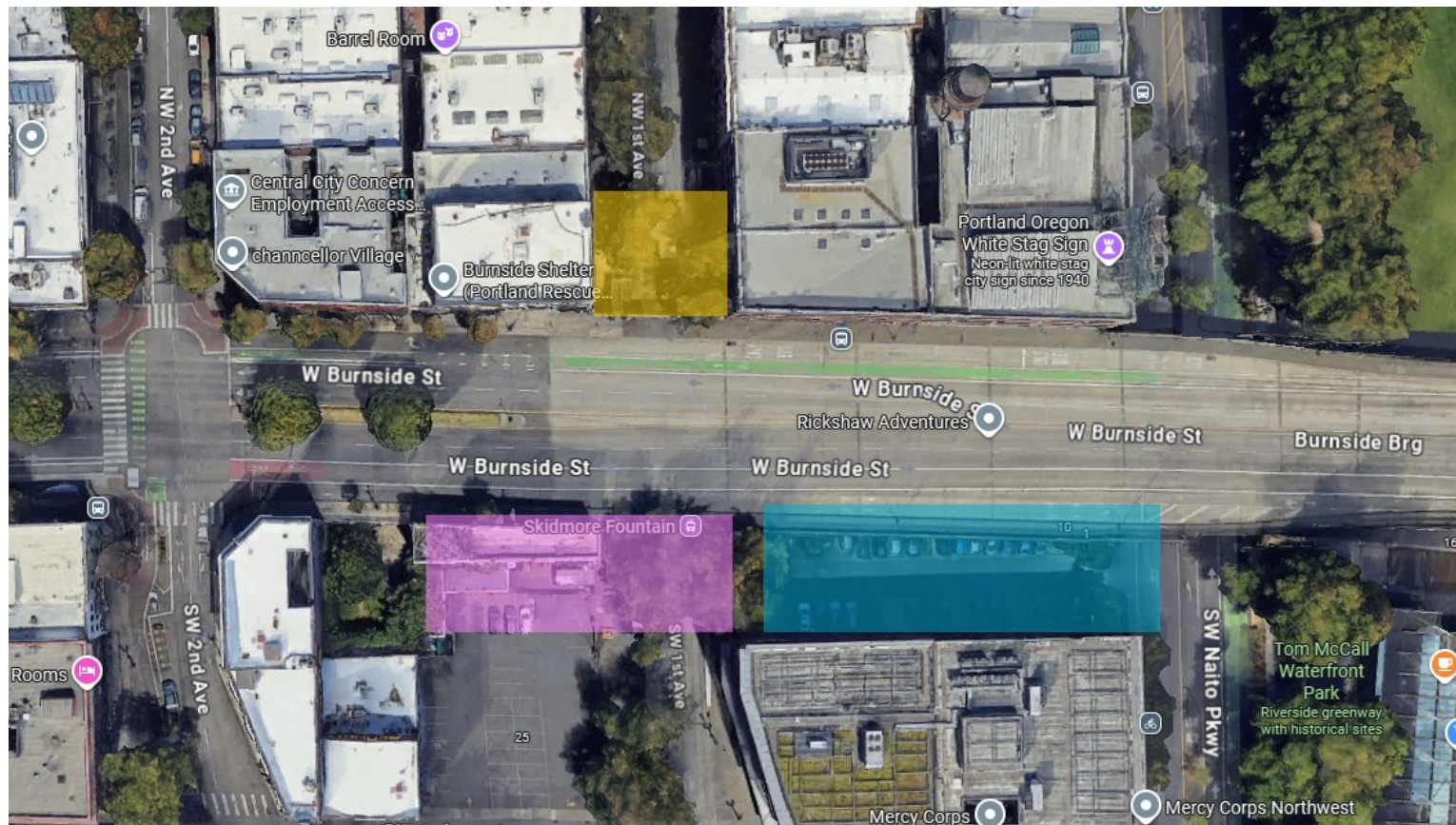
Range of Options Considered // NEPA



- In-Kind Stairs on North and South Sides
- In-Kind Stairs on North Side; New Ramp (Saturday Market Admin Site) and Stairs on South Side
- In-Kind Stairs on North Side; New Ramp (Mercy Corps Parking Site) and Stairs on South Side (2 different layouts)



Range of Options Considered // NEPA



West Side Access // Conclusion



SIDEWALK & INTERSECTION IMPROVEMENTS



- Upgrade existing sidewalks around the block and to adjacent transit stops to ADA standards
- Full rebuild of intersection at West 2nd Avenue and Burnside Street
- Add crosswalks where none exists today

Image Description: Aerial photograph with yellow highlighting to show future sidewalk improvements along W 2nd Ave, NW Couch St, and SW Ankeny to connect pedestrians from bridge to W 1st Ave.



West Side Access // Opportunity



Gov Tom McCall Waterfront Redevelopment Project

- City will be taking the lead on considering a connection from the new bridge to waterfront park
- Does not include design or construction of a connection
- The current bridge design does not preclude a future connection



Credit: Jose Morales



East Side Access // Overview



Range of Options Evaluated // NEPA



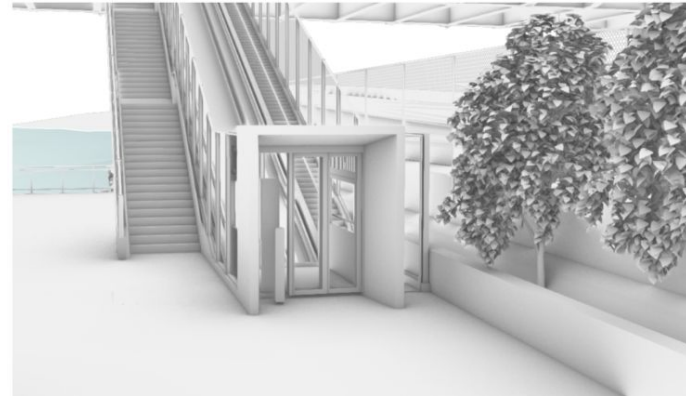
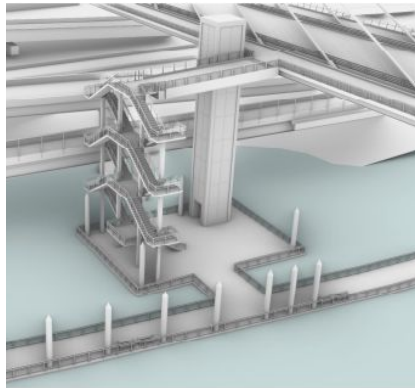
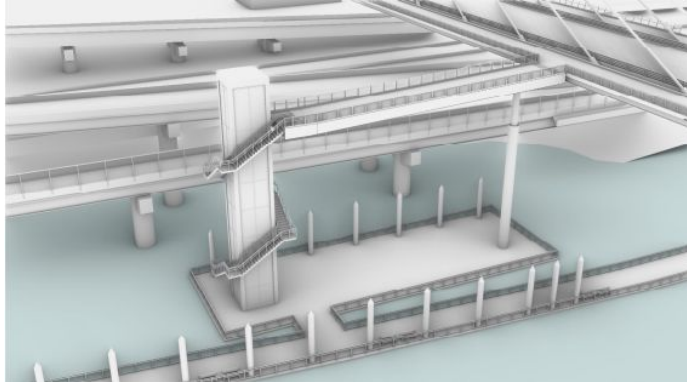
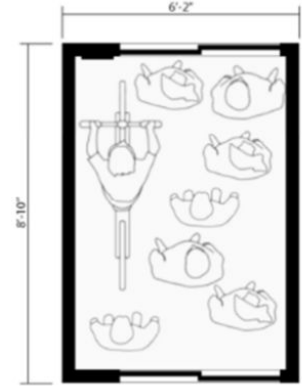
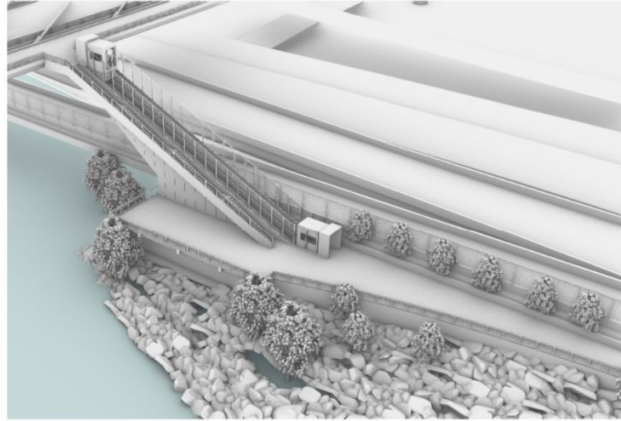
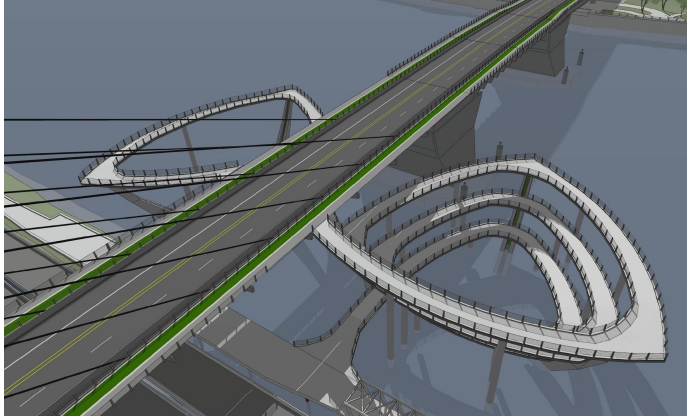
- Stairs and Elevator on North and South Sides of the Bridge
- Stairs and Elevator on South Side of the Bridge Only with a Signalized Mid-block Crossing Connecting the North and South Sidewalks and Bike Lanes
- Switchback ramps on North and South Sides of the Bridge and Stairs on South Side
- Ramp and Stairs on South Side Only with a Signalized Mid-block Crossing Connecting the North and South Sidewalks and Bike Lanes



Range of Options Considered // NEPA



Range of Options Evaluated // Design



Key Findings

- Connection would be required to meet current seismic design criteria per code
- Any connection founded on land or on piers would require prohibitively expensive ground improvements
- Floating options are an opportunity to bring costs down
- Any “dead end” condition of the esplanade that may arise, either during construction or in the permanent condition, would need to be addressed and mitigated.



East Side Access // Current Status



- City and County are committed to including an accessible connection to the eastbank esplanade as part of the project
- Work will pause on the connection concept design work
- We will document decisions to date along with recommendations to explore once the project picks up
- When the project resumes, the connection working groups would reconvene to continue work
- Stakeholders outreach would be conducted prior to finalizing the connection concept



References



- EQRB [Active Transportation Access Options Memo](#) (2021)
- EQRB [Revised Active Transportation Options Memo](#) (2022)
- [Eastbank Esplanade Ramp Connection Study](#) (2024)
- *Funicular Study (Forthcoming) (2025)*





Centennial Celebration



**Community Event Coming
May/June 2026!**

Crowd at Burnside Bridge dedication ceremony, May 28, 1926. Source: [Oregon Historical Society Library](#). Reference number 371N3006

The background image is a blue-tinted aerial photograph of a city. In the foreground, a large steel truss bridge spans a wide river. A white car is visible on the left side of the bridge. To the right of the bridge, there is a circular structure, possibly a lock or a small island. In the background, a dense city skyline with various skyscrapers is visible under a clear sky.

Thank you