

**The Earthquake Ready Burnside Bridge Project will replace the existing Burnside Bridge with one that is seismically resilient, and has improved transit, pedestrian, and bicycle access.**

The Burnside Bridge is located along a regional High Injury Corridor in a regionally designated Equity Focus Area where people of color and people experiencing persistent poverty live. The west end of the bridge is home to one of the region's highest concentrations of social service providers. By improving transit access in this area and to essential services, the project will advance transportation equity outcomes for its most vulnerable community members.

With RFFA funds, Multnomah County can kick off early construction of the permanent safety improvements along transit, pedestrian, and bicycle detour routes that will be utilized during the construction of the new bridge, and after, increasing mobility resiliency and safety long term.

## Major project benefits include:



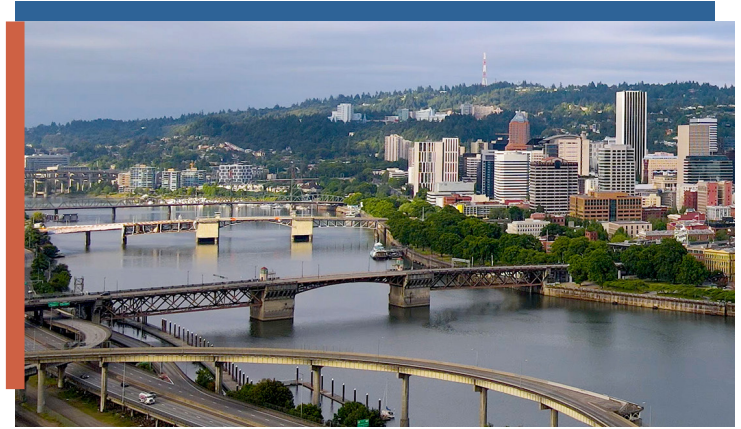
### Safe Access to Transit

The project will add new and reconstructed bus stops for improved ADA accessibility, safety and transit reliability. Pedestrian detour route improvements include sidewalk reconstruction, pedestrian refuge islands, and the upgrading of a non-accessible staircase to ADA accessibility. Bicycle detour route improvements include the addition of bike boxes, the extension of bike lanes and creating a new protected bike lane, bike signals, and signing and striping for improved bike safety and access.



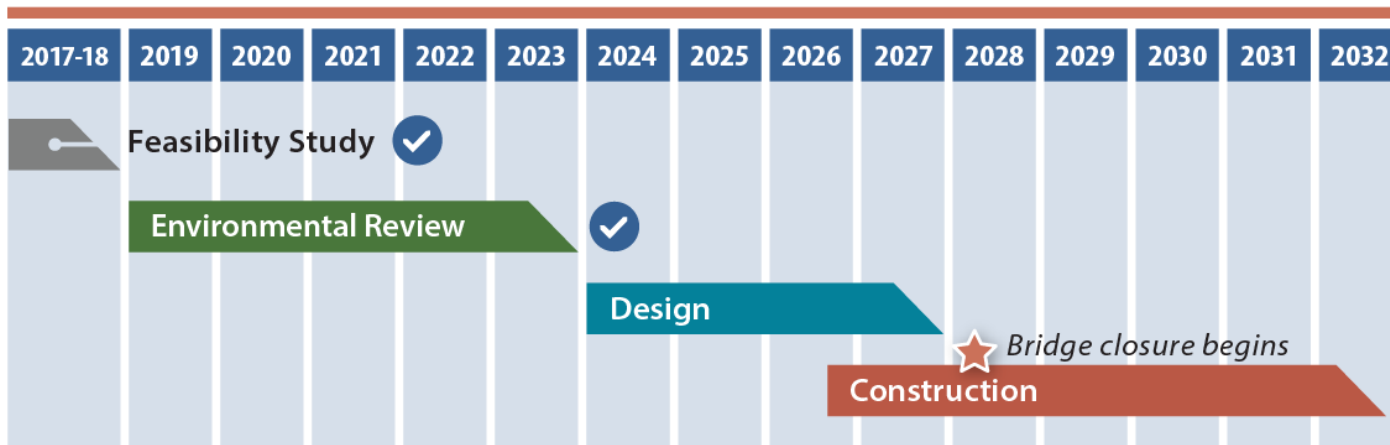
### Transit Vehicle Priority

The new bridge's eastbound bus-only lane will enjoy an additional one-foot of bridge width, improving transit speed, reliability and reducing crossing delay for the three bus lines that serve almost seven million riders each year. Additional transit priority improvements include construction of a bus dwell area on the west bridge approach enhancing transit operations and reliability, and new signage, striping and signal modifications for new bus-only lanes, improving safety and reliability.



**The project is already over a third funded** through the Multnomah County Vehicle Registration Fee, a federal RAISE planning grant and congressional appropriations. This regional project presents a great opportunity to leverage federal funds. The project will utilize the RFFA funds to advance construction of the transit improvements in Portland's downtown core.

**The EQRB Project is poised to start construction in 2026.** The Planning and Preliminary Engineering Phase is complete. National Environmental Policy Act (NEPA) review concluded in January 2024, and the Project is in the Final Design Phase.



## How the Project Meets Regional Goals:



### Resiliency

None of the downtown vehicular Willamette River bridges are expected to withstand a major earthquake. A new, immediately usable Burnside Bridge will be instrumental in post-earthquake emergency response, as well as the economic recovery of the region and state.



### Safety

The Burnside Bridge is within a High Injury Corridor (HIC), which ranks in the 4th percentile of all regional HICs on the west side of the bridge and in the 12th percentile on the east side of the bridge. The Project will improve safety by reducing average vehicle speeds (from 30 to 25 mph) and separating modes. The Project is expected to decrease crashes overall by 8%. The on-bridge barrier between vehicles and other users will eliminate all vehicle/bicycle crashes on the length of the bridge and reduce the number of bicycle-specific crashes within the overall Project limits by 63%.



### Thriving Economy

The Project enhances transit reliability and the ability of the region to implement bus rapid transit, which create better access to jobs, markets and community places. The existing bus-only lane on the Burnside Bridge reduces crossing delay by 35%. The new transit island bus stops on the west side of the bridge will further improve transit reliability and reduce crossing delay for the three bus lines. The Project will ensure the continued safe and efficient movement of both people and goods, supporting commerce within the most economically dynamic areas of Portland.

During construction, the project will provide thousands of jobs to the community and pump \$600 million into the local, regional and state economies. At a minimum, 25% of the workforce will be made up of women and minorities and at least 20% of the workforce will be from the tri-county area.

