



Hawthorne Bridge West Approach Westbound Bike Lane

Potential Widening Opportunity in
Partnership with PBOT

Multnomah County
Department of Community Services
Transportation Division

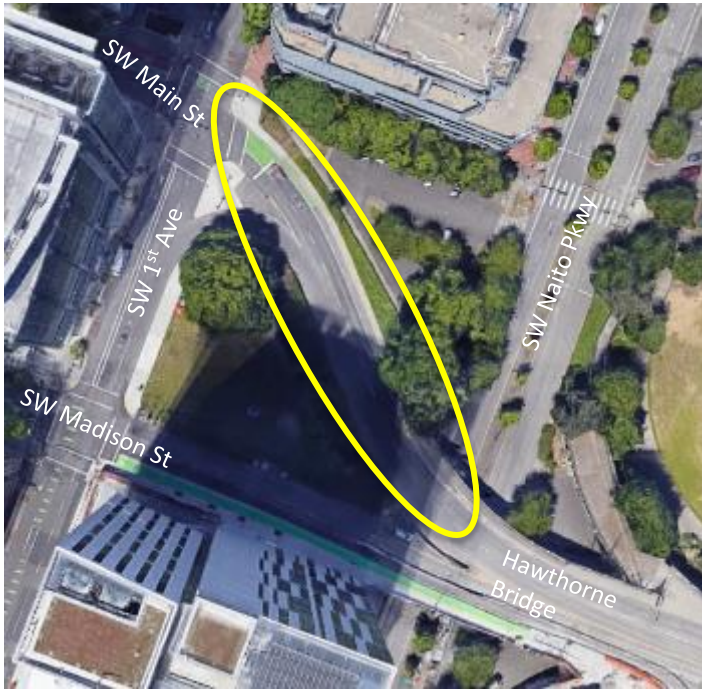
A.Lee, PE
06/08/2022

Agenda

- Location
- Background
 - PBOT TrackIT item
 - Known changes from plans
- Structure section
- Fill section
- Comments, questions
 - Question for you: Do you recall what happened in the '70s & '90s?



Location \ Westbound bike lane at SW 1st Ave



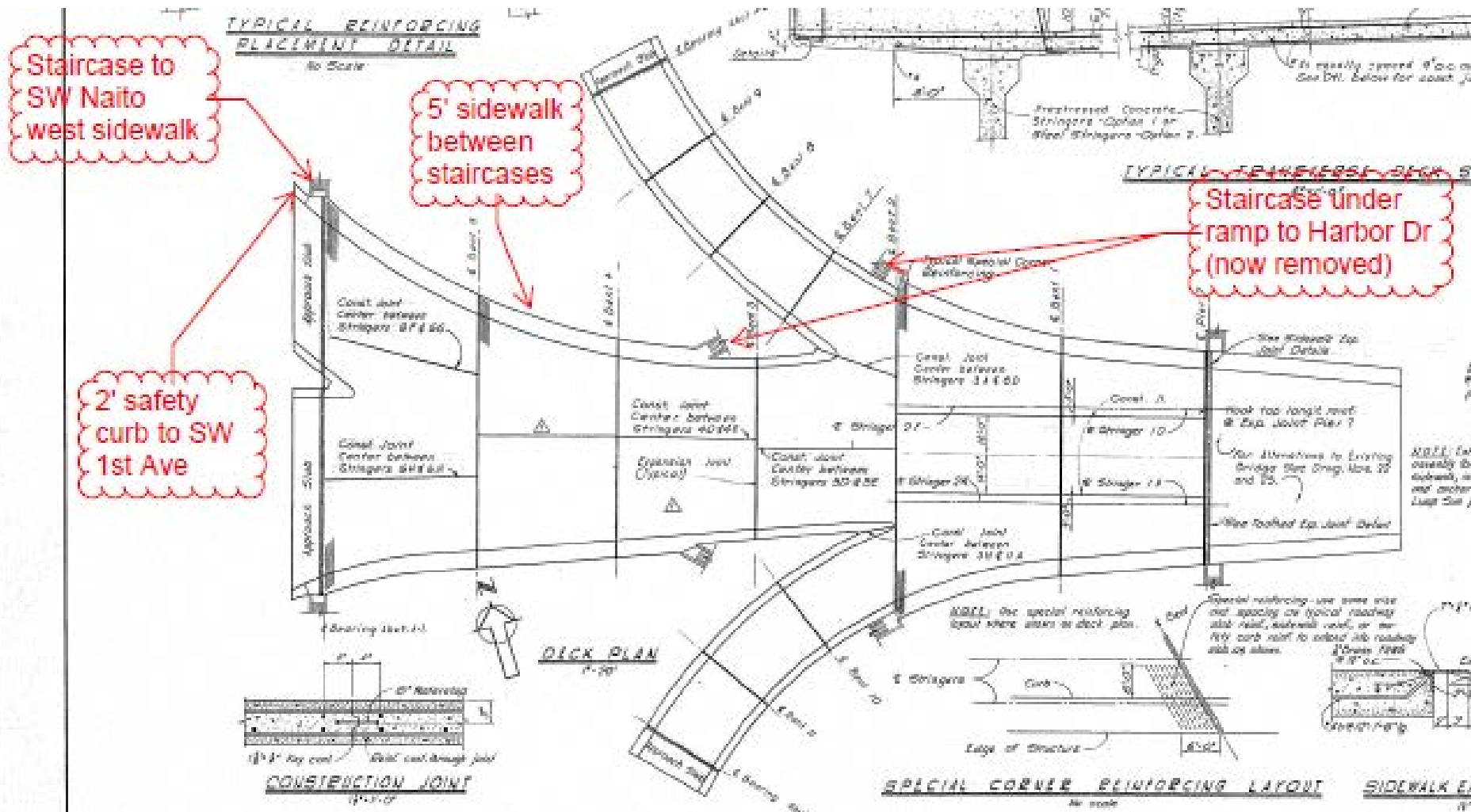
Background \ PBOT TrackIT item

- March 2022 – Received comment that the ramp over Naito is too narrow for a bike trailer having wheelbase ~38”
- “It should be updated to meet either the standards in effect when it was constructed or the standards in effect today.”



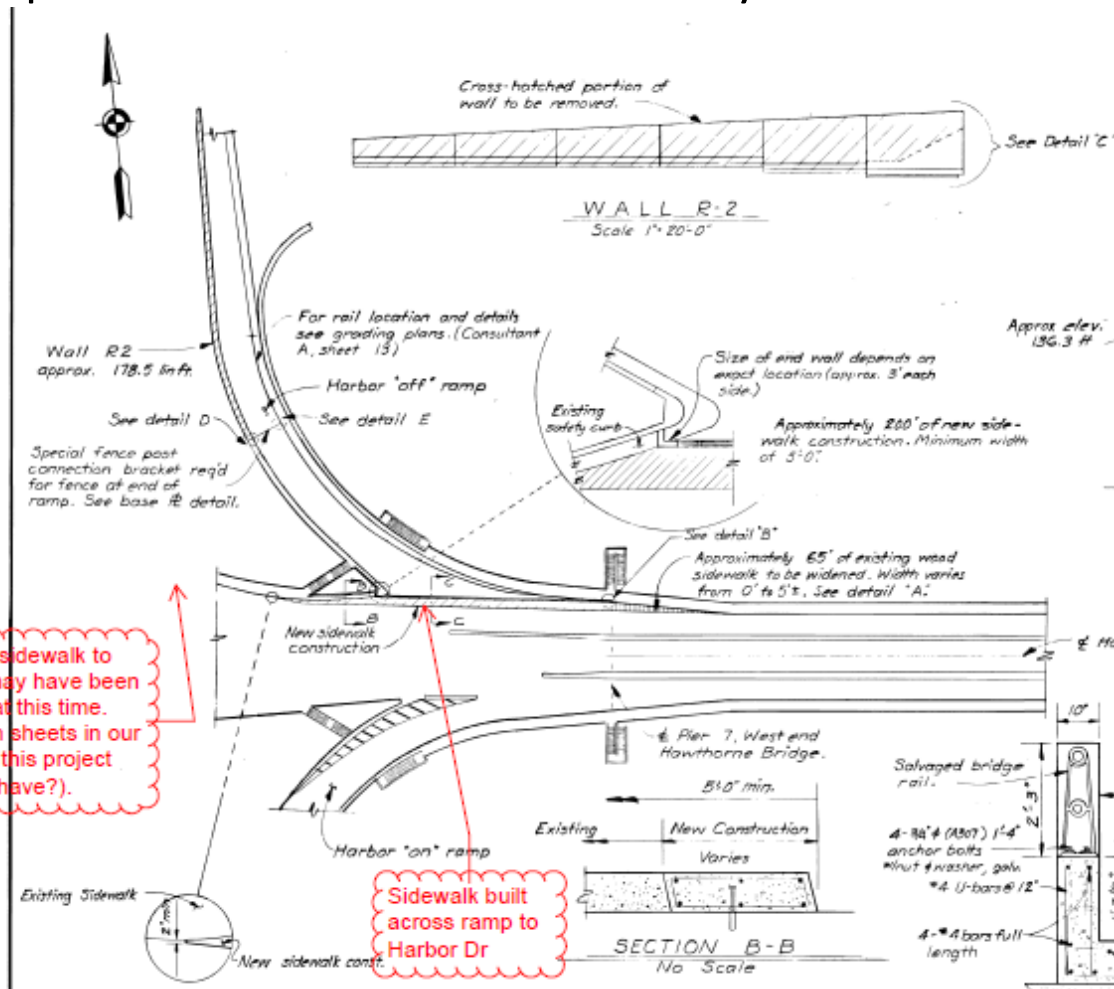
Background \ Available plans

- 1957 drawing of the current western structure – 2' safety curb



Background \ Available plans

- 1976 closure of ramp to Naito/Harbor Dr with a 5' sidewalk – may have built a bike ramp from sidewalk down to roadway farther to the west at this time

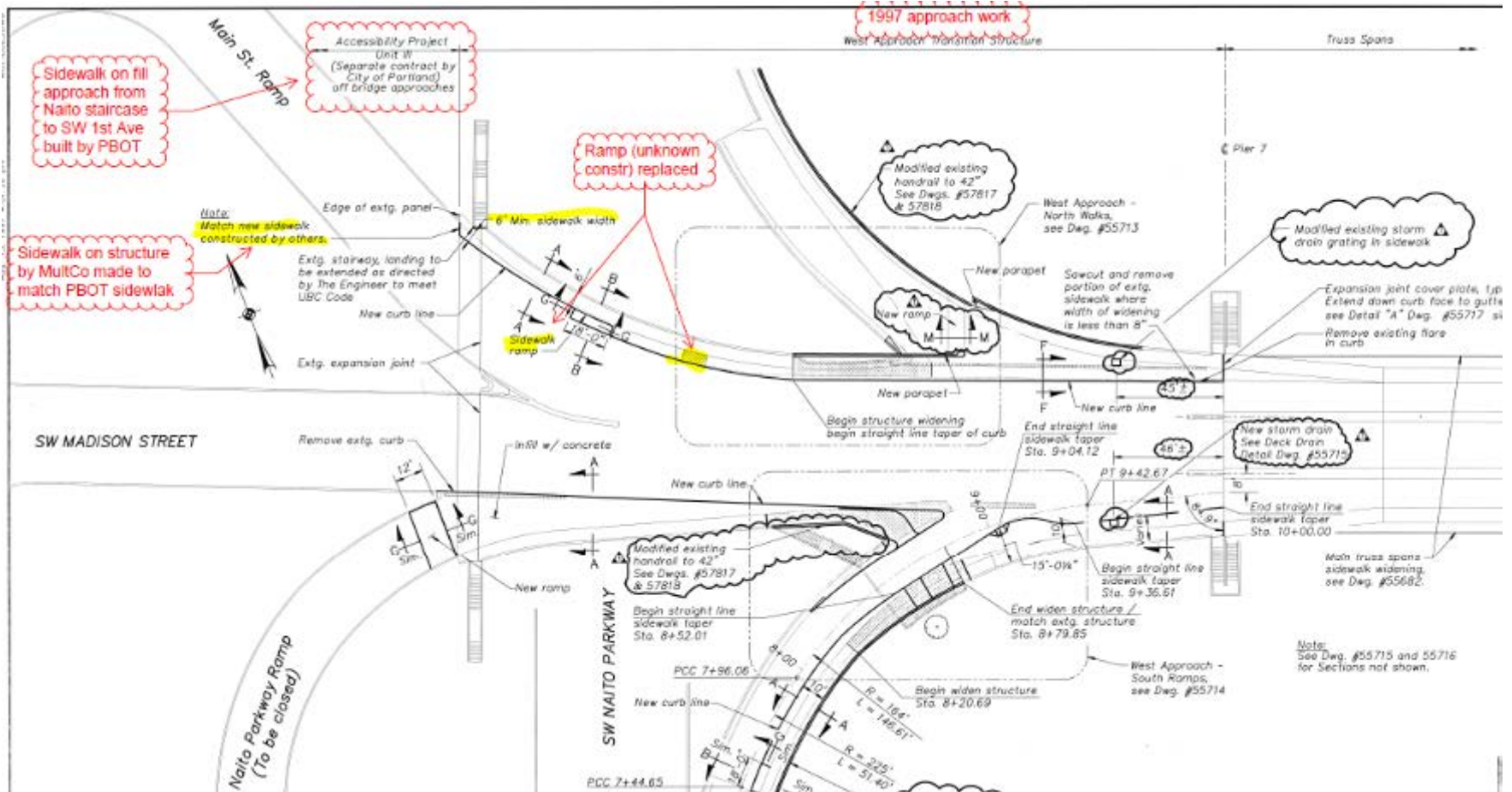


A ramp from sidewalk to street level may have been constructed at this time. No other plan sheets in our records from this project (ODOT may have?).

Sidewalk built across ramp to Harbor Dr

Background \ Available plans

- 1997 construction of current layout – shifting ramp westward, adjusting sidewalk on structure, note that sidewalk from structure to SW 1st is installed under “separate contract by City of Portland”



Structure Section \ Multnomah County project

- Funding from the state to overlay the approach structures
- Scope is limited to the structure, can add bike ramp to scope
- Consultant will evaluate – added weight?, narrow/shift lanes?



Fill Section \ PBOT project?

- Multnomah County approached PBOT about the fill section
- Lane widths
 - Sufficient room to shift south but limited by SW 1st Ave refuge island
 - Shifting north would require retaining wall
- PBOT feasibility study found they could shift south, create 10.5' shared sidewalk, trim the refuge island (remove concrete, shift catch basin, shift ADA ramp, evaluate ped signal, etc)
- PBOT is working to find funding



Comments, questions

- Many limitations from working on old, existing infrastructure
 - Multnomah County expects to address the portion of bike lane on structure as part of an already funded project
 - PBOT is looking for funding to address the portion of bike lane on fill in a new project
- Proposed solution – Raise the bike lane by creating a 10.5' wide shared sidewalk. MultCo could do the work on structure and leave a ramp for PBOT to match later on if necessary.
- Nothing has been designed.
- Do you see any other issues? have other concerns?
- Do you recall what happened in the '70s & '90s?

