



GIDEON OVERCROSSING

Background

TriMet and the City of Portland have completed design work on a new bridge for pedestrians and cyclists near the Orange Line's Clinton St/SE 12th Ave MAX Station. It restores an important connection across the rail tracks for people walking and biking. The original overcrossing in Southeast Portland's Hosford-Abernethy neighborhood was eliminated due to the addition of the MAX Orange Line tracks.

Although part of the original scope, this new bridge was deferred in 2010 when the federal funding for the project came in below earlier expectations. With the strong support of the surrounding community and the City of Portland, TriMet has successfully secured approval from the Federal Transit Administration to construct the new bicycle and pedestrian bridge using remaining Portland-Milwaukie Light Rail Transit Project funds.

Safety

People biking, walking and riding transit in the area have continued to advocate for a replacement overcrossing bridge. Safety concerns have been observed, including people walking or biking through the crossings while warning lights and bells are activated, or even climbing over stopped freight trains.

TriMet, the Portland Bureau of Transportation (PBOT) and Union Pacific Railroad (UPRR) have engaged in multiple efforts to address safety concerns, including signal timing adjustments and enhanced crossing treatments (switchback fencing at SE 8th Avenue, manual swing gates at SE 11th Avenue, curb at SE 12th Avenue). In spring 2019, train switches within UPRR's Brooklyn Yard were improved to help minimize the time that trains are stopped in the crossings.

Designing for all uses

The project plans to design and construct a bridge spanning both the UPRR and TriMet's MAX Orange Line tracks, from SE 14th Avenue north of the tracks to SE 13th Place at SE Gideon Street, near the Clinton St/SE 12th Ave MAX Station. The new bridge provides a new north-south connection above the busy rail lines. It enhances the connection from the neighborhood to the Willamette River, completing the vision of the City's "Clinton to the River" project.

The bridge will be located within the City of Portland's public right-of-way to minimize the impact to neighboring businesses, including those located on 14th Avenue. Its proximity to the light rail station, which is approximately 300 feet to the west, makes it an attractive option for crossing the rails. This location



was also chosen to best link to the Powell pedestrian crossing serving the Brooklyn neighborhood to Hosford-Abernethy. When completed, the bridge will be owned and operated by the City of Portland.

Features and improvements

- The bridge will include both stairs and elevators.
- Elevators will maximize transparency, and will be large enough to accommodate bicycles with trailers or a child’s tag-along attachment. Elevators will have two entrances that allow bicyclists to pass through the elevator without having to turn around.

Schedule

TriMet and PBOT began the design process in fall 2018. Construction will take place between May 2019 and fall 2020. The project cost is estimated to be approximately \$15 million.

Stay involved

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