

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

### PROJECT SUMMARY – EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT

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1. **Project sponsor agency:** City of Portland Bureau of Transportation (PBOT).

2. **Project extent or area description and how you identified the location as a priority:**

The East Portland Active Transportation to Transit project will develop infrastructure and provide programs in the area east of I-205, south of I-84 and north of Foster Road.

1. A number of factors led to making this project a priority. First is the city's [Cycle Zone Analysis](#), which identified that—relative to other areas of town—East Portland has poorer quality bikeways, poorer street connectivity, and lack of nearby retail destinations. The analysis identified overall poorer bicycling conditions in East Portland compared to many other parts of the city. The analysis also identified the potential to achieve much better conditions for bicycling transportation in East Portland, principally through improvements to the bikeway network and increasing connectivity for bicycle travel.

2. TriMet's [Pedestrian Network Analysis Project](#) and PBOT's East Portland in Motion Active Transportation Implementation Strategy both identified significant transit demand and deficiencies in the pedestrian network—principally in the area centered on 122<sup>nd</sup> and Division and along the length of Division in East Portland—which made it difficult to access transit.

3. Leveraging existing investments. The regional investment in the MAX green line and the opportunities that light rail line provides for non-automotive access to regional destinations will allow the city to leverage that investment by further encouraging zero-emission means of transportation to access light rail stations along I-205. The improvements along SE Division will improve access to the heavily used Frequent Service 4 Busline. This project would also build upon recent bicycle and pedestrian investments made by the City of Portland in East Portland.

4. Equity. The Portland Bicycle Plan for 2030 identified “equity” as one of the criteria for selecting and implementing bikeway projects. The plan looks at providing bicycle facilities and services in areas that are both deficient in low-stress bicycle facilities and high in the indicators of disadvantage. Through an “equity gap analysis” the plan identified East Portland as one of several areas meeting that criterion. Metro's recent analysis of 2010 Census block group data shows significant concentrations of minority and low income populations in this project area.

5. Metro criteria. This project responds well to a number of the criteria identified by Metro in the [“Regional Flexible Fund Allocation”](#) document. It improves access to essential services (transit) for underserved communities, improves safety by creating bicycle boulevard corridors parallel to 122<sup>nd</sup> Avenue, completes the “last mile” to transit, creates facilities that will provide a good user experience, includes an outreach component, will leverage additional funding and will ultimately reduce the need for increased roadway expansion.

6. Nature of the project. The scope of this project encompasses a number of elements over a large area. Only a significant source of funding could accomplish the intended work as a single project.

3. **Purpose and need statement (highlight most relevant criteria):**

Recent studies, reports and plans universally describe conditions for bicycling and walking in this section of East Portland have as “poor”, “deficient”, “lacking,” etc. In offering comprehensive

improvements to the bicycling and walking environment, this proposal addresses both strong need as well as several criteria identified in the “Regional Flexible Fund Allocation” document. The bikeway elements will significantly improve access to and from multiple destinations. In addition to providing bikeway access to the Gateway Regional Center and to the Division and Holgate Street light rail stations, the project provides significant improvements to access to seven schools, commercial developments along Division Street and other smaller pockets of commercial development.

The bikeway and pedestrian elements will dramatically improve safety for people bicycling and walking. The bikeways will be developed as either buffered bicycle lanes (Division), off-street pathways connecting to buffered bicycle lanes (Holgate) or bicycle boulevards (all other bikeway elements). The crossing improvements will be focused on Division and 122nd, which as major collector streets present strong barriers to safe pedestrian crossings. The proposed design for the bikeway elements reflect best practices in Portland and other North American cities.

The project is specifically designed to “complete the last mile” and bring people to transit. Based on the quality of the bikeways, sidewalks and crossing treatments, the focus on a short-trip destination (transit and local commercial areas) and the inclusion of a significant encouragement element, this project will significantly increase both walking and bicycling in the project area.

**4. Description of project design elements:**

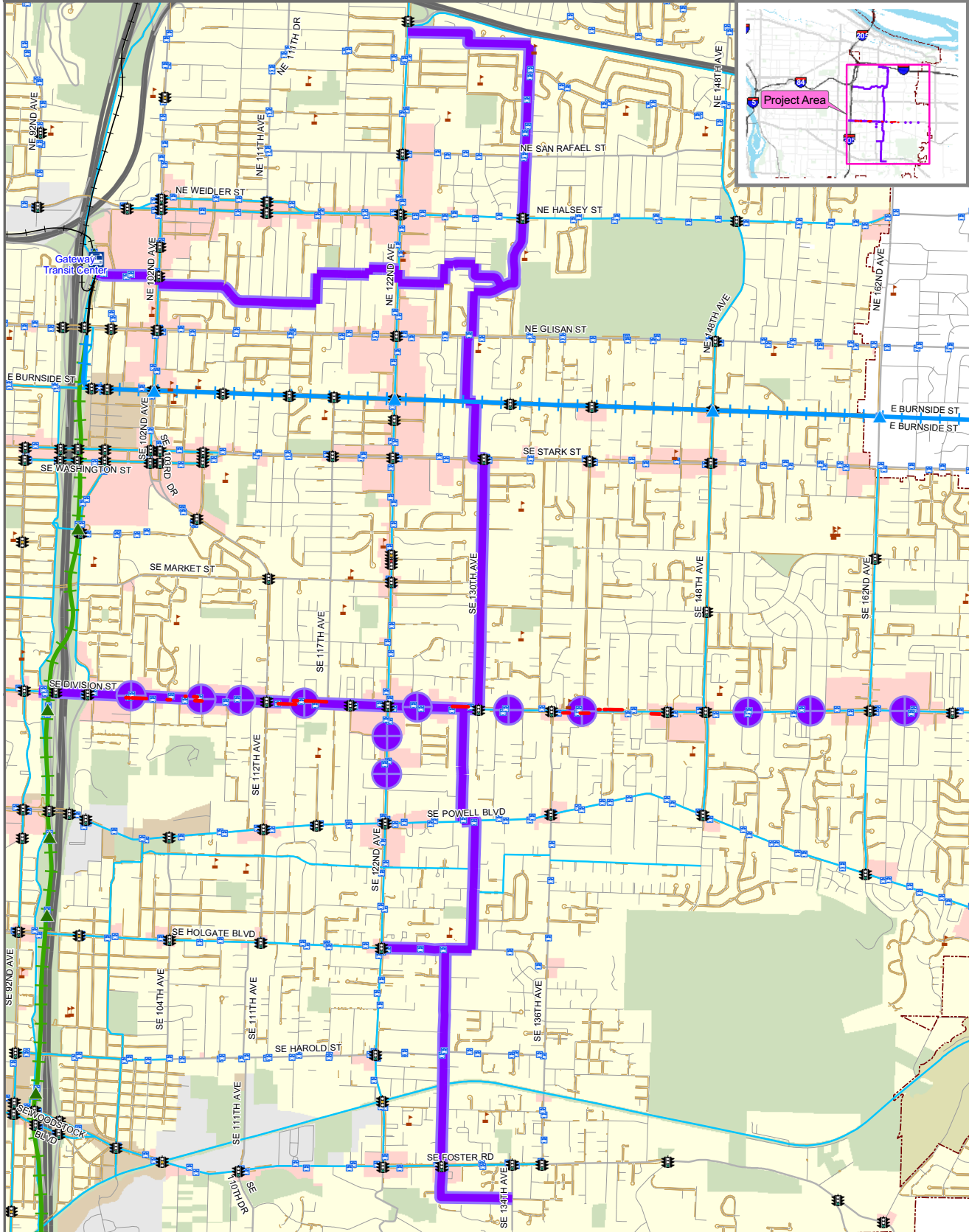
Within this area the project will develop or improve four connected bikeway corridors, provide bicycle parking at transit facilities, improve pedestrian access to transit and conduct a targeted encouragement program to promote use of the new facilities. Specifically:

Improved east-west bicycle facilities connecting to Gateway, Division and Holgate LRT stations on Green line; Improved north-south bicycle facility in the 128<sup>th</sup> to 134<sup>th</sup> avenue corridor; Infill missing sidewalk gaps on SE Division from I-205 to 148<sup>th</sup> Ave; targeted crossing treatments of Division and 122<sup>nd</sup> Ave; Targeted bus stop investments based on ridership (e.g. seating, shelters, ADA landing pads); High quality bicycle parking at targeted transit facilities; Post-construction SmartTrips program.

**5. Please provide an estimate of total project cost and the funds you are requesting for the project.**

<b>Item</b>	<b>Cost in Million \$</b>
Bikeway improvements	2.35
Bicycle parking	0.25
Pedestrian improvements	1.24
Bus stop investments	0.20
Targeted SmartTrips	0.20
<b>Total project cost</b>	<b>4.24</b>
<b>Funds requested</b>	<b>3.37</b>

# East Portland Active Transportation to Transit Areawide Improvements



<p><b>Project Improvements</b></p> <ul style="list-style-type: none"> <li><span style="color: purple;">—</span> Bicycle Facilities</li> <li><span style="color: red;">—</span> Infill Missing Sidewalks</li> <li><span style="color: purple;">⊕</span> Crossing Safety Enhancements</li> </ul>	<p><b>Existing Condition</b></p> <ul style="list-style-type: none"> <li><span style="color: lightblue;">—</span> Existing &amp; Funded Bikeways</li> <li><span style="color: brown;">—</span> Existing Sidewalks</li> <li><span style="color: blue;">+</span> Blue MAX Line</li> <li><span style="color: green;">+</span> Green MAX Line</li> <li><span style="color: blue;">▲</span> MAX Stops</li> <li><span style="color: blue;">□</span> Bus Stops</li> <li><span style="color: orange;">■</span> Schools</li> <li><span style="color: black;">⊠</span> Traffic Signals</li> <li><span style="color: gray;">—</span> Arterials</li> <li><span style="color: gray;">—</span> Minor Streets</li> </ul>	<p><b>Zoning</b></p> <ul style="list-style-type: none"> <li><span style="color: pink;">■</span> Commercial</li> <li><span style="color: yellow;">■</span> Residential</li> <li><span style="color: brown;">■</span> General &amp; Central Employment</li> <li><span style="color: gray;">■</span> Industrial</li> <li><span style="color: green;">■</span> Open Space</li> </ul> <p>0 0.3 0.6   Mile</p> <p style="text-align: right;">N Published: June, 2011</p>
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