

EAST PORTLAND ACTION PLAN

A special joint meeting of the **EPAPbike** subcommittee, the **EPAP Transit Riders Subcommittee**, & the **East Portland Land Use & Transportation Committee (EPLUTC)**, Tuesday, February 4th, 2014

EPAP Action item(s) being addressed:

T.1.1 Develop prioritized list for improvements to existing transit stops.

T.3.3 Develop complete and more well-defined bike system plan for East Portland; consider/incorporate safety innovations such as divided bike lanes, "bike boxes", path systems.

T.6.2 Develop priorities for decision-making on transportation improvements; consider connections to parks/open space/schools, "green street" design, public safety needs.

T.7.2 Identify and prioritize East Portland street improvement projects.

Many other action items related to specific projects as well.

2013-14 Strategic Priority: Fully fund the 'East Portland in Motion' (EPIM) strategy. (NA.1.3, T.2.2, T.3.3, T.3.6, T.4.7, T.6.2, T.6.5, T.7.2)

Meeting Date: February 4th, 2014, 6:30 - 8:30 pm at EPNO, 1017 NE 117th

Meeting Purpose: To provide PBOT with a ranked list of the 58 unfunded EPIM projects

This month's active partners (33): Brian Lockwood, meeting room set-up, PGNA/EPAPbike Co-Chair; Jim Chasse, PGNA/EPAPbike Co-Chair; Linda Bauer, food pick-up, PVNA/EPLUTC Chair; Nicole Johnson, meeting facilitator, OPAL/EPAP Transit Riders; Jared Franz, meeting facilitator, OPAL/EPAP Transit Riders; David Hampsten, meeting organizer, HNA/EPAPbike/EPLUTC; Lori Boisen, PGNA/Division-Midway Alliance; Arlene Kimura, HNA/EPAP Co-Chair/PAC; Keith Scholz, OPAL/EPAP Transit Riders; Graham Wright, GNA; Kari Schlosshauer, SRTS National Partnership; Simon Ortega, OPAL/EPAP Transit Riders; Roger Anthony, Rose CDC; Teresa Keishi Soto, OPAL/EPAP Transit Riders; Barbara Niss, Division-Midway Alliance; Leah Treat, PBOT Director; Kem Marks, PGNA/EPLUTC; Steve Novick, City Transportation Commissioner; Rod Yoder, Oregon Walks; April Bertelsen, PBOT Planning; Dan Bower, PBOT; Lew Scholl, Montavilla NA; Jill Punches, University of Western States; Brenda McSweeney, assist, GNA/EPAP Transit Riders; Lupine DeSnyder, assist, EPNO/ONI; Julie Hitchman, Hazelwood resident; Genie Newell; Jasmir Redder, Hazelwood resident; Greg Jones, PBOT; Ron Glanville, RNA/EPN; Dan Layden, PBOT; Lore Wintergreen, EPAP/ONI; Travis Driessen, PSU; Elizabeth Quiroz, BTA/EPAPbike

Meeting Summary: After everyone introduced themselves, participants agreed to rank the unfunded EPIM projects using four unranked criteria, from the 2010-12 EPIM process: Projects should be evenly distributed geographically; Projects should lead to or be along frequent transit service lines; Projects should be prioritized to serve the most vulnerable populations; and Projects should be near public schools.

Participants then ranked the 6 projects that met all the minimum criteria using a method of "forced ranking", pitting projects against each other and against other previously ranked projects, allowing participants to see the rankings as they rank additional projects. Projects descriptions were announced by the meeting facilitators (usually in pairs), participants discussed the project merits, with PBOT staff giving additional information, then the descriptions were taped to the wall in relative position to other previously ranked projects.

After the first round of ranking projects, the participants then ranked the criteria by voting with orange dots (one per person), with the following result:

- (12 votes) Projects should be near public schools.
- (8 votes) Projects should lead to or be along frequent transit service lines.
- (7 votes) Projects should be evenly distributed geographically.
- (3 votes) Projects should be prioritized to serve the most vulnerable populations.

The remaining 52 unfunded EPIM projects were then sorted first by the number of criteria that were met (3 out of 4, 2 out of 4, etc.) and then sub-sorted by the prioritized criteria, then ranked in smaller batches by the participants, in the process as at the beginning.

During the ranking process, there was much discussion about certain particular projects, especially in comparison to all other projects, as well as other criteria, such as the relative costs, the likely future funding available, network connectivity, and project proximity to commercial districts and churches.

Specifically, several participants got into a passionate and frank discussion, as yet unresolved, about the number one-ranked Outer Powell Blvd project, and how a number-one ranking is translated: Should all funds be spent on it before any others? A majority of funds when funds become available? Top lobbying priority to state and federal legislators when the City is lobbying for projects? Similarly, participants were very concerned when certain low-priority projects, such as the #31 Scouter Mt Trail or the #46 Ikea Trail, were ranked higher than expected, due to more criteria points than other popular projects.

Several participants expressed an interest in having a follow-up meeting to discuss the rankings. By 8:29 pm, all 58 unfunded EPIM projects had successfully been ranked by the participants.

A letter to PBOT in support of the Powell project was put together afterwards.

Results: (Rank Number, Project ID & Name, Estimated Project Cost):

Rank	Unfunded EPIM Project map ID & description	PBOT Cost
#1	R4 Outer Powell Conceptual Design Plan Implementation	\$66,511,575
#2	(not mapped) Bicycle Safety Improvements at Intersections	\$20,000
#3	S23k Type 1 infill sidewalk SE 112th Ave: Market – Powell	\$280,000
#4	B5 NE/SE 102nd/Cherry Blossom/112th Bike Lane	\$65,000
#5	East Portland Active Transportation Network Branding	unknown
#6	On-Street Bicycle Parking for Traditional Business Districts	\$20,000
#7	G8 NE Woodland Park Greenway (Xing at NE 102nd & Bell)	\$300,000
#8	X05d Crossing at 82nd & SE Division	\$100,000
#9	R6 Central Gateway Street and Accessway Development	\$21,717,800
#10	G7 NE Holladay, Oregon, & Pacific (HOP), Gateway TC to 132nd	\$700,000
#11	S22t Type 2 infill sidewalk SE 136th Ave: Division – Powell	\$1,290,000
#12	X05e Crossing at 82nd & SE Duke	\$100,000
#13	G2 4M (SE Market, Mill, Main, Millmain) Greenway	\$2,700,000
#14	S23c Type 1 infill sidewalk NE 148th Ave: Halsey – Glisan	\$830,000
#15	G4 Parkrose greenway, NE 102nd to 115th	\$420,000
#16	S23e Type 1 infill sidewalk SE Market St: 112th – 130th	\$610,000
#17	S12 Crossing at SE 162nd @ Salmon	\$100,000
#18	B2 NE Glisan Buffered Bike Lane, 148th to 162nd	\$20,000
#19	S18 Type 1 infill sidewalk SE 117th Ave: Mill Park ES	\$60,000
#20	X03d Crossing at SE Division @ 164th	\$100,000
#21	X03c Crossing at SE Division @ 152nd	\$100,000
#22	S23d Type 1 infill sidewalk SE Market St: 96th – 112th	\$300,000
#23	S23g Type 1 infill sidewalk SE Flavel St: 84th – 92nd	\$220,000
#24	S22v Type 2 infill sidewalk SE 136th Ave: Holgate – Foster	\$2,880,000
#25	S14 Type 1 infill sidewalk NE Halsey St: 148th – 162nd	\$560,000
#26	B4 NE Prescott Bike Lane 81st to 122nd	\$1,100,000
#27	S23h Type 1 infill sidewalk NE 102nd Ave: Sandy – I-84	\$100,000
#28	G5 NE Knott/Sacramento greenway (Xings at NE 102, 122, 148)	\$600,000
#29	S22m Type 2 infill sidewalk NE Prescott St: I-205 – 102nd, N side	\$990,000
#30	S22n Type 2 infill sidewalk NE 111th Dr/Ave: Klickitat – Halsey	\$4,650,000

Rank	Unfunded EPIM Project map ID & description	PBOT Cost
#31	T5 Scouter Mountain Trail	\$1,800,682
#32	R7 FLIP: SE Foster Roadway Elevation	\$44,332,453
#33	S21 SE Holgate Blvd Shared Pathway: 130th - 136th	\$510,000
#34	S22r Type 2 infill sidewalk SE 104th Ave: Bush – Cora	\$1,440,000
#35	S23f Type 1 infill sidewalk SE Holgate Blvd: I-205 – 122nd	\$720,000
#36	S22p Type 2 infill sidewalk SE Ellis St: Foster – 92nd	\$1,620,000
#37	T4 Sullivan’s Gulch Trail, 82nd to I-205	\$1,555,921
#38	X10 Crossing at NE 122nd @ Davis	\$100,000
#39	G4 Gateway Green Parkrose Access	\$429,393
#40	X06 NE Glisan @ I-205 MUP Crossing	\$200,000
#41	S17 NE Fremont St Shared Pathway: 102nd - 112th	\$380,000
#42	X03a Crossing at SE Division @ 101st	\$100,000
#43	X03b Crossing at SE Division @ 110th	\$100,000
#44	X05c Crossing at 82nd & SE Washington	\$100,000
#45	X05b Crossing at 82nd & SE Stark	\$100,000
#46	T2 Ikea Trail (neither CNN nor EPNO)	\$346,285
#47	S23a Type 1 infill sidewalk NE Halsey St: 125th – 132nd	\$340,000
#48	S23b Type 1 infill sidewalk NE Halsey St: 132nd – 148th, N side	\$550,000
#49	S06 Crossing at NE Halsey/Wiedler @ 106th	\$200,000
#50	X13 Crossing at NE Halsey @ 136/7th	\$100,000
#51	X12 Crossing at NE Halsey @ 114th	\$100,000
#52	T3 Cross Levee Trail (Airport Way URA)	\$1,066,558
#53	S03 Crossing at SE 122nd @ Boise	\$100,000
#54	X04 Crossing at SE 122nd Ave at Clinton St, Tibbetts St	\$200,000
#55	X09 Crossing at SE Foster @ 97th	\$100,000
#56	S22s Type 2 infill sidewalk SE 104th Ave: Harold – Holgate	\$2,550,000
#57	X05a Crossing at 82nd & NE Sandy	\$100,000
#58	S05 Crossing at NE 91st @ Sandy (CNN)	\$100,000