

## **WORKING DRAFT**

Candidate Projects for Regional Flexible Funds (federal funds allocated to Portland Region),  
Active Transportation and Complete Streets Category,

### **City of Portland**

Total funds allocated to the City of Portland: \$6.623 million  
Funds available no sooner than Oct 1, 2013

1. **East Portland Active Transportation to Transit, Areawide Improvements** (\$3.25 million federal funds) – Improved bicycle and pedestrian facilities with a focus on access to transit in the area south of I-84, north of Foster Rd and east of I-205
  - a) Improved east-west bicycle facilities connecting to Gateway, Division and Holgate LRT stations on Green line (\$1 million)
  - b) Improved north-south bicycle facility in the 128<sup>th</sup> to 134<sup>th</sup> avenue corridor (\$1.3 million)
  - c) High quality bicycle parking at targeted transit facilities (\$0.4 million)
  - d) Sidewalk Infill on SE Division (\$0.54 million).
    - a. Infill .54 mile of sidewalk gaps and build ADA curb ramps on SE Division from I-205 to 145th Ave, within existing 7 feet of public right-of-way behind the curb.
    - b. Cost estimate includes design and construction cost, including stormwater management, mostly likely with curb extension planters.
  - e) Enhanced crossings, including access to bus stops and some Neighborhood Greenway crossings (\$0.7 million):
    - a. SE Division from I-205 to 174<sup>th</sup> Ave (city limits) – 10 crossing locations.
    - b. SE 122<sup>nd</sup> Ave from SE Market to SE Powell – 4 crossing locations.
  - f) Post-construction SmartTrips program (\$0.5 million)

#### **Total project cost \$4.44 M**

\$1.19 M in match: \$0.5 M SmartTrips + 0.69 General Transportation (GTR) and/or TriMet  
Potential matching funds from GTR – Sidewalk infill on arterials and GTR – Neighborhood Greenway accounts and TriMet (for bicycle parking)

*PBOT developed the candidate RFF East Portland Active Transportation to Transit project in concert with the Bicycle Advisory Committee, the Pedestrian Advisory Committee, the East Portland Action Plan group and the East Portland in Motion project group.*

2. **Sullivan's Gulch Trail, Design (part)** (\$1.25 million federal funds + \$150,000 GTR = \$1.4 million total)

Potential segments to be designed are:

- 42<sup>nd</sup> Avenue to 82<sup>nd</sup> Avenue
- Eastbank Esplanade to 28<sup>th</sup> Avenue

*Metro staff performed a preliminary technical analysis of potential "active transportation" demonstration projects, or corridors, providing a starting place for a regional discussion on prioritizing projects in preparation for future federal funding. The Sullivan's Gulch Trail received the highest technical score of 31 trails evaluated. The City of Portland is beginning the development of a Concept Plan which will be completed by mid 2012 and serve as the basis for beginning design if a feasible project is identified in the Concept Plan process.*

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### **3. Bike Sharing Program (\$2 million federal funds)**

- Additional public and private funding of \$2 million brings total funding (cost) to \$4 million
- Operations funded by user fees and system sponsors
- Proposing a 740 bike, 74 station-bike sharing system
- Bikesharing service area mirrors Central City Streetcar Loop

*Bikesharing will increase bicycle access and provide a low cost transportation solution to all downtown visitors, reach new cyclists, increase cycling among occasional riders, reduce peak demand on transit, and increase transit reach with last mile connections. Staff are estimating the bikeshare system will support 500,000 bike trips in the central city during its first year of operation.*

*Bikesharing is called for in the Bicycle Plan for 2030, and the Bicycle Transportation Alliance (BTA) identified bikesharing as a priority project in their recently released publication, "Bicycle Plan for 2030: BTA's One Year Review." Bikesharing is called for in Metro's Regional Travel Options (RTO) Plan, its Transportation System Management and Operations (TSMO) plan, and the Regional Transportation Plan (RTP). PBOT staff have also had conversations about bikesharing with partners across the region including the City's Bicycle Advisory Committee, TriMet, Metro, the BTA, the Lloyd and South Waterfront Transportation Management Associations, Portland State University, the Portland Development Commission, and Portland Streetcar Inc.*

### **4. Barbur Blvd Streetscape/Pedestrian Plan – Phase 1 (SW 19<sup>th</sup> Ave to SW 26<sup>th</sup> Ave)**

Total project cost \$2.25 to \$2.5 million

(\$2 million federal funds; \$250,000 to \$500,000 in local match)

This project is defined in the Barbur Streetscape Plan (City of Portland, 1999)

Potential local match from GTR – Sidewalk infill on arterials

*This project was developed in concert with representatives of the Southwest Neighborhoods, Inc. (SWNI) Transportation Committee.*

### **5. Foster Road Safety Enhancements (\$1.25 million federal funds)**

- Portland Development Commission funding of \$2 million brings total funding (cost) to \$3.25 million
- Improve pedestrian and bicycle crossing safety and access to transit
- Improvements focused at:
  - a) Heart of Foster (SE 63<sup>rd</sup> to SE 67<sup>th</sup> Ave)
  - b) Green Link (SE 72<sup>nd</sup> Ave)
  - c) Crossroads District (SE 80<sup>th</sup> to 84<sup>th</sup> Ave)

*In December 2010, Portland City Council adopted its Federal Agenda, which designated this project as one of two transportation project priorities for federal appropriations. The Portland Development Commission has committed Urban Renewal Funds to the project.*