

Sidewalk Infill on Arterials East Portland Projects

Overview

Portland Mayor Sam Adams is working with the Portland Bureau of Transportation (PBOT) to bring much-needed sidewalk projects to East Portland (generally east of I-205). Through the East Portland in Motion (EPIM) effort, Bureau staff identified priority projects that build sidewalks where the community wanted them and that provide the most benefit to people walking and taking transit.

The table below lists the sidewalk projects to be built in 2012 and 2013. Together, they will fill more than 6 miles of gaps where sidewalks are missing. New curb ramps at street corners and rebuilt driveways will make these new sidewalks accessible to all.

The map on the next board displays all the sidewalk projects recommended through EPIM. The map includes additional sidewalk projects identified in EPIM that are programmed to be built in subsequent years with additional grant awards and other funding sources.

The criteria used to identify and select the sidewalk projects are listed on the right side. A total of 57 sidewalk project candidates were considered. These candidate projects represent over 34 miles of missing sidewalk.

Project Criteria and Selection

- Jurisdiction:** Street must be under City jurisdiction.
- Street:** Major Traffic Street or Collector (TSP designation).
- Pedestrian:** City Walkway or within Pedestrian District (TSP designation).
- Transit:** Provide access to high ridership transit stops:
 - Frequent service bus route or Streetcar
 - Access to Light Rail Station
 - Regular bus route
 - Arterial that provides access to a frequent service bus route.
- Trip Attractors:** Schools, high density housing, commercial areas, concentrations of the elderly, low income and other disadvantaged populations.
- Support:** Supported by Neighborhood, District Coalition, community members or in recent area plan.
- Policy:** Supported by existing policy and identified as an existing Project in the Transportation System Plan (2002) and Pedestrian Master Plan (1998).
- Equity:** Serve people most likely to be dependent upon walking, biking and transit for transportation.
- Deficiency:** Fill gaps. Build sidewalk where sidewalks are missing, not just widen existing sidewalk. Address areas with concentrations of sidewalk deficiencies.
- Connectivity:** Complete critical gaps in the pedestrian network that result in a greater number of pedestrian trips.
- Leverage:** Consider projects that could or are likely to leverage additional funding.
- Feasibility:** Project is reasonably constructable, preferably within existing public right-of-way. Stormwater infrastructure is present.

Project Funded for Design and Construction in 2012 - 2013

2012 and 2013 Sidewalk Projects	Construction Start Target	Estimated length of sidewalk gaps (miles)
NE Sandy Blvd (86th - 92nd)	Spring 2012	0.10
SE Stark (126th - 160th, City Limits)	Spring 2012	0.82
SE 162nd (Salmon - Powell)	Summer 2012	0.99
NE Glisan (148th - 160th, City Limits)	Summer 2012	0.57
SE Division (148th - 174th)	Summer 2012	0.51
NE 102nd (I-84 - Weidler)	Summer 2012	0.43
SE 160th (Burnside - Stark)	Fall 2012	0.11
SE 122nd (Powell - Holgate)	Fall 2012	0.22
SE 122nd (Ramona - Foster)	Fall 2012	0.13
NE Weidler (99th - 112th)	Winter 2013	0.18
SE 112th (Powell - Holgate)	Winter 2013	0.10
SE 122nd (Holgate - Ramona)	Winter 2013	1.03
NE Prescott (105th - 116th)	Winter 2013	0.35
SE 136th (Powell - Holgate) One side only	Winter 2013	0.52
SE Holgate (122nd - 130th) North side only	Spring 2013	0.34
SE Ramona (122nd - 136th) South side only	Spring 2013	0.31
NE 148th (Glisan - Halsey) West side only	<i>To Be Determined</i>	<i>To Be Determined</i>
East Portland Total		6.71