Regional Flexible Funds
Active Transportation
2022-2024 RFFA Project Candidates

A. Willamette Blvd Active Transportation Corridor
B. MLK Jr Blvd Safety & Access to Transit
C. Cully / Columbia Freight Improvements
D. Parkrose/Sumner Station Area Access Improvements
E. Airport Way ITS Freight Improvements
F. Central City in Motion: Belmont / Morrison
G. Stark / Washington Corridor Improvements
H. 122nd Ave Corridor Improvements (Phase 2)
I. SW Taylors Ferry Walkway & Bikeway
J. Springwater to 17th Trail Connection
A: N Willamette Blvd
Active Transportation Corridor

Project context and background

This project is needed to provide a major low-stress bikeway connection from the rapidly-growing St Johns Town Center to the rest of Portland. This was prioritized in the Bicycle Plan for 2030 and builds on recent and upcoming improvements on Rosa Parks, Willamette, and Greeley east of the project area. An improved Willamette can serve as an active transportation ‘super-highway’ and help function as a primary route to connect future investments in walking and biking. North Portland is growing and residents will need safe, comfortable and clearly defined travel options. By improving biking and access to transit for people in North Portland, we will give more residents the ability to chose travel options beyond single-occupancy vehicles.

Project Details

The signature element of this project is a two-way protected cycle track on the south side of N Willamette between N Rosa Parks Way and the University of Portland campus. This investment would also include a north-bound protected directional bike lane, improved transit amenities, and enhanced pedestrian crossings. The project scope is currently under development and will likely include sections of N Willamette further north providing a continuous bikeway connection to St Johns.

Project Cost Estimate: TBD

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B: MLK Jr Blvd

Safety & Access to Transit

Project context and background

NE MLK Jr Blvd already has one of Portland’s highest concentrations of affordable housing, and a great deal more is in the pipeline. Pedestrian activity is increasing along the corridor, which leads to conflicts with the high volumes of high-speed traffic on this major thoroughfare.

The PBOT Safe Routes to School Plan also identified several crossing needs along the corridor. This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit.

Project details

Construct high-priority enhanced pedestrian crossings and signal upgrades along NE MLK Jr Blvd to improve pedestrian/bicycle safety and access to transit.

Project Cost Estimate: $TBD

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C: Columbia/Cully/Alderwood
Intersection Improvements

Project context and background

The Columbia corridor is a key link in Portland’s regional freight network, connecting major freight destinations, including the airport and USPS facilities, to the I-5 and I-205 freeways and the rest of the region. The intersections of Columbia Blvd at Alderwood Rd and at Cully Blvd are seeing increased traffic and trucking demand from the US Postal Service facility and airport in recent years, causing congestion that impacts freight reliability as well as contributing to dangerous conditions for all road users. In addition to increased freight and vehicular traffic, this area is seeing much more pedestrian and bicycle traffic due to job growth along the Columbia corridor, as well as popularity of several Parks facilities nearby. The Columbia/Cully/Alderwood projects were identified as a transportation need in the Airport Futures Plan, to accommodate anticipated traffic growth associated with PDX Airport. They aim to enhance freight mobility and access by making it easier to make left turns onto and off of Columbia Blvd, while also improving safety for all road users.

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Project details

A funded project slated for construction in 2020 will reconstruct the intersection of Alderwood Rd at NE Columbia Blvd, install a permanent traffic signal at this intersection, construct sidewalks along the south side of NE Columbia Blvd from Alderwood Rd to Cully Blvd and a multi-use path on the north side of Columbia Blvd between Cully and Alderwood that continues north on Alderwood. Operations will be improved with an exclusive right turn lane from Alderwood to westbound Columbia and dual side by side left turn pockets on Columbia Blvd between Alderwood and Cully. PBOT is also applying for funding to construct sidewalks on Cully, improve the intersection of Cully and Columbia with a left turn lane and signal, and use previously acquired right-of-way to widen the road along Columbia between Cully and Alderwood.

Cully Project Cost Estimate: $5,084,193

Project map

- **SIDEWALKS**: On the south side of Columbia and both sides of Cully
- **MULTI-USE PATH**: Along Columbia to connect to future path connecting Alderwood to Cornfoot
- **RAILROAD CROSSING**: A new railroad crossing on Cully will make it safer for people crossing over the rail tracks
- **NEW TRAFFIC SIGNALS**: Signals and rebuilt curb ramps at Alderwood and Cully will make turning movements safer and easier.
- **LEFT TURN LANES**: Added left turn lanes for vehicles turning onto Alderwood and Cully will ease traffic and increase safety
### D: Parkrose/Sumner

#### Station Area Access Improvements

**Project background and details**

The Parkrose/Sumner project is one of the few remaining East Portland in Motion projects that has not yet been built. Prescott is a major route to a number of area schools, serves buses 71 and 73, and is a missing bike network link over I-205. 96th Ave, which is currently unpaved, would provide easy access to the Parkrose/Sumner Transit Center MAX station.

This project will improve a key east-west segment of NE Prescott St in the underserved Sumner and Parkrose neighborhoods by adding bike lanes and filling in remaining sidewalk gaps. In addition to improvements on Prescott, 96th Ave will be paved and sidewalks constructed, creating a natural connection to the Parkrose/Sumner Transit Center MAX station.

**FOR MORE INFORMATION**

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E: NE Airport Way
Intelligent Transportation Systems

Project context and background

Airport way runs parallel to I-84 and serves as an alternate route for commuter and truck traffic. Currently there is limited capacity for a coordinated response between the Oregon Department of Transportation (ODOT) and the City of Portland Bureau of Transportation (PBOT) to handle incidents that impact travel in this corridor when they occur.

The City is proposing to install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd to Riverside Parkway. The project will install electronic message signs, CCTV cameras, truck signal priority, traffic monitoring stations, fiber communication, update traffic signal controllers and integrate these devices with the City’s, ODOT’s, and TriMet’s Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) and provides the minimum project elements that will yield significant benefits to the corridor. It will also allow PBOT to provide more efficient and safe operation of our traffic signal system.
Project details

- CCTV Installations at Holman, Win Sivers, 122nd, 138th, 148th, 158th, and Riverside
- Traffic Controller Updates at I-205 northbound and southbound ramps, Holman, Win Sivers, 122nd, 138th, 148th, 158th, and Riverside
- Fiber Communications Installation from 82nd to Riverside
- Variable Message Signs - three locations to be identified
- Truck Priority and Count Stations - five locations to be identified
- Detection and Count Stations - 11 locations to be identified
- Travel Time Devices - seven locations to be identified
- Connected Vehicle Devices - 11 locations to be identified

Total Cost Estimate: $1,628,250

FOR MORE INFORMATION
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Project background and details

Belmont and Morrison are key east/west connections in the Central Eastside, providing important retail, freight, and transit access. This project is included in the recently adopted Central City in Motion Plan and improves transit access and speed with new transit islands and bus and turn (BAT) lanes, improves pedestrian crossings, and provides protected bike lanes.

Note: Bikeway enhancements west of SE MLK Jr Blvd are located beneath the viaducts, providing a connection for people biking to SW Water Ave.

FOR MORE INFORMATION
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Project background and details

The Stark/Washington couplet is one of the major business hubs in Gateway, but is currently very auto-oriented and sees high rates of crashes, with three to four lanes in each direction, difficult pedestrian crossings, and narrow sidewalks and bike lanes. This project will transform this area into a more ped/bike/transit oriented hub for East Portland, with safety improvements ranging from protected bike lanes to bus lanes and transit islands to enhanced crossings. This is a Vision Zero project on a High Crash Corridor and serves a high equity need. This project was also prioritized in the Growing Transit Communities Plan, adopted in 2017.

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122nd Ave is a difficult and stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City’s new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr., with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

PBOT is developing a scope of improvements that will draw from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The types of improvements likely to be included in this project phase:

- More lighting to improve safety and personal security.
- More enhanced crossings from the recommended new crossings on the adjacent map to improve safety and access, and meet the City’s new crosswalk spacing guidelines.
- Protected or enhanced lanes for biking and scooting to improve safety and comfort for people of all ages and abilities to bicycle, skate, or use a scooter.
- Enhanced Transit priority treatments approaching congested signalized intersections to reduce transit delay.
- Signal changes to reduce conflicts and improve safety.
- Median treatments in focused locations at major signals and enhanced crossings to reduce conflicts and improve safety.

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PBOT 122ND AVE | SAFETY & ACCESS TO TRANSIT
UPDATED: 11 MARCH 2019
I: SW Taylors Ferry Rd
Walkway and Bikeway

Project context and background

SW Taylors Ferry Rd from SW 49th to SW Capitol Hwy is the only route to the Barbur Transit Center and other community destinations for neighbors living west of Capitol Hwy and Interstate 5. Today the street lacks bicycle facilities and has a degraded, substandard walkway on one side of the street.

The project would build upon and connect to funded complete street upgrades of Capitol Hwy, extending the reach of those investments. The project implements the 2035 Comprehensive plan by making connections to and through the West Portland Town Center, an important growth area in Southwest Portland.

SW Taylors Ferry Road is designated as a City Bikeway and City Walkway in the Portland Transportation System Plan 2016). The project is on the Primary Investment Route for Markham Elementary School in the Portland Safe Routes to School plan (2018). TriMet identified this project as Tier 1 priority to improve access to the Barbur Boulevard Transit Center as a part of the TriMet Bike Plan (2016).

Project details

Construct a sidewalk and widen the roadway to provide bicycle lanes on SW Taylors Ferry Rd between SW Capitol Hwy and SW 49th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements.

Collaborate with the Bureau of Environmental Services to understand opportunities to extend the culvert at Woods Creek.

Preliminary Cost Estimate: $5,002,450

FOR MORE INFORMATION
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J: Springwater to 17th Trail Connection

Project background and details

There is a major gap between the Springwater Corridor Trail and Milwaukie’s 17th Ave Trail that limits their attractiveness as major commute routes to downtown Portland. Once connected, people will be able to ride from Oregon City to downtown Portland on a low-stress bikeway using the Trolley Trail, 17th Ave Trail, and Springwater Trail. This project will fill this gap, and will also make progress toward filling the gap in the Springwater Trail to the east.

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