



Bicycle Element of the Powell-Division Transit and Development Project

May 5, 2015

REVIEW DRAFT

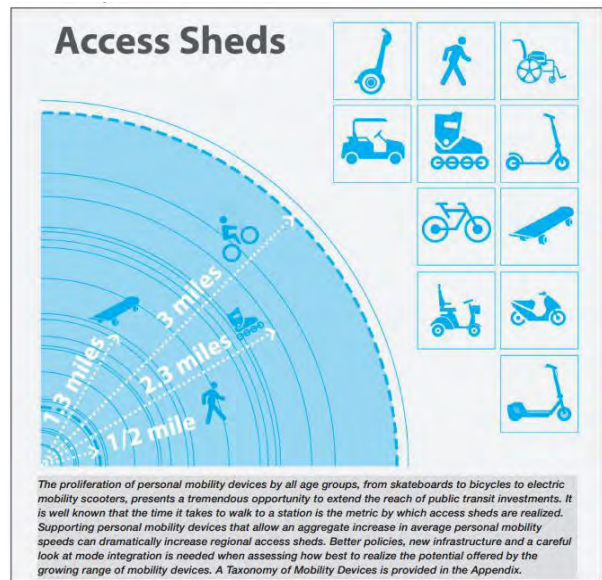
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Bicycling as part of the Powell-Division Transit and Development Project

Making bicycling accessible, convenient, comfortable and safe is an integral part of the Powell-Division Transit and Development Project. Bicycling benefits transit and personal mobility by reducing the number of motor-vehicles on the road. This helps reduce congestion, providing access for more riders to transit and their final destinations, and helps reduce greenhouse gas emissions. Bicycling extends the “reach” of transit by providing the first-last mile connection to transit and other destinations within the corridor. The graphic illustrates “access sheds” for active travel modes to transit. Recognizing the synergistic relationship between transit and active modes the Federal Transit Administration (FTA) developed a policy making pedestrian and bicycle improvements eligible for FTA funding.



Source: *First Last Mile Strategic Plan and Planning Guidelines*, LA County Metro and SCOG, March 2014

The Powell-Division Transit and Development Project provides an opportunity for the region, stakeholders and jurisdictional partners to increase multi-modal transportation options in the corridor, including bicycle access along and to the transit route; improve mobility for all users; increase bicycle and pedestrian access to transit; complete multi-modal networks within the corridor; advance planned transportation projects that increase active transportation and encourage physical activity; improve multi-modal access for a range of housing types and businesses in growing communities; advance planned transportation projects that are sensitive to the environment, improve water and air quality and help reduce carbon emissions. Addressing bicycling is recognized as a powerful tool to advance these desired outcomes.

On June 23, 2014 the Project Steering Committee adopted project outcomes and goals. Improving access to transit and creating key places are important themes within the outcomes and goals. The adopted project goals are:

1. **Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.
2. **Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

3. **Equity:** Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.
4. **Efficiency:** A high capacity transit project is efficiently implemented and operated.

Increasing access, safety, comfort and efficiency of bicycling helps achieve the project goals, as well as increasing overall mobility and access within the corridor. Access to bicycling increases transportation options and expands the reach of transit. Bicycling contributes to the well-being of the communities in the corridor. Improving bicycling in underserved communities helps address equity. And, improving bicycle access will improve the overall efficiency of the project.

This document provides an overview of the bicycle element of the Powell-Division Transit and Development Project and is intended to be used by the Project Steering Committee, the project team and interested stakeholders such as bicycle advisory committees. Decisions regarding the bicycle element will be made by the Project Steering Committee.

Included in this document is a proposed approach to identifying a preferred bicycle concept for the project. This information is intended to guide and inform what bicycle elements should be part of the transit alternative. As the project progresses this document will be enlarged upon and will ultimately:

1. Outline existing conditions for bicycling in the corridor
2. Navigate existing plans and policies that impact the project
3. Report the inventory of projects that have been identified
4. Identify opportunities and challenges to implementation
5. Identify a preferred bicycle concept for the corridor
6. Identify best practice facility design for bicycling
7. Identify projects that would support implementing the preferred bicycle concept that have not been planned
8. Recommend bicycle projects to be included as part of the project
9. Recommend bicycle projects to be included in other plans
10. Report how the project will affect bicycle travel in the corridor
11. Report how increased access to bicycling will increase options for personal mobility

Recommended Approach to the Bicycle Element of the Project

To achieve the desired outcomes and goals of the Powell-Division Transit and Development Project outlined above, the following steps are recommended to integrate the bicycle element into the project.

This approach is based upon the following principles:

- Build on existing policy, plans, planned projects and recently completed or funded projects.
- Develop a preferred approach that is implementable while providing a high quality bicycling experience and exceptional bicycle access to transit and throughout the corridor.
- Implement a preferred approach that reflects current policy direction.
- No existing bikeways will be removed.

Five steps in recommended approach:

1. **Develop alternative bicycle concepts for consideration (Project Team and key stakeholder agreement, April 2015).** This document provides three alternative conceptual approaches for improving bicycling within the corridor and integrating the bicycle element within the project. The concepts are intended to provide a starting place for identifying a preferred concept, which could be a hybrid of the alternative concepts or a completely new concept. As the first phase, project partners will review and revise the alternative concepts.
2. **Provide additional analyses if needed (Metro and Project, May 2015-Jan 2016).** This phase could include providing a finer level of detail on gaps and deficiencies in the bicycle network, identifying additional planned projects in local plans, exploring the need for analysis such as bicycle modeling, identifying additional challenges and opportunities associated with the concepts, and identifying impediments to implementation. It is recommended that an on-street parking study be conducted to understand the impacts of removing parking along Division, east of 82nd Ave. This phase will provide additional information needed to develop the preferred concept in step 3. This phase will also identify existing bicycle facilities considered sufficient and appropriate for the roadway conditions and should therefore be maintained as is, and existing bicycle facilities that are deficient and should therefore be improved.
3. **Identify and develop preferred concept (Project Team and key stakeholder input; Project Steering Committee direction, June 2015– Jan 2016).** The preferred approach to integrating bicycling into the project is identified in this phase. The three alternative concepts outlined in this report will be included in the Action Plan completed in June. Design of the overall project will help determine the preferred concept for all of the elements of the project (transit, pedestrian, bicycle, auto). Policy and data will guide identification of the preferred way to address bicycle mobility and access to transit. The preferred approach could be a hybrid of the alternative concepts presented here or a completely new concept. Criteria used to help identify the preferred concept should include:

- connections to businesses and other destinations;
- connections to transit;
- connections for communities of concern;
- increasing levels of bicycling;
- impacts to existing buildings and properties;
- enhancing safety for bicycling;
- enhancing comfort for bicycling;
- relevant policies and bicycle functional classifications.

A consideration that needs to be included in the discussion is the status of the deferred bicycle improvements in the East Portland Active Transportation Access to Transit project. This project received \$4.2 M of Metro Regional Flexible Funds. The original scope of the project included buffered bicycle lanes along Division from I-205 to 130th Ave. Implementation of buffered bike lanes was deferred for coordination with the Powell-Division Transit Project, with the understanding that those improvements would be included in the Powell-Division Transit Project. It is during this step that the design of those bicycle elements will also be considered. The ultimate design of the buffered bike lanes will be guided by policy and informed, refined and coordinated with the design of the bus rapid transit.

4. **Identify and prioritize projects that support implementation of the preferred bicycle concept (Project Team agreement, April 2015-January 2016).** In this phase, bicycle projects will be identified and prioritized for inclusion within the Powell-Division Transit and Development Project. Projects will be drawn from existing plans, and new projects may also be identified (projects must be in the Regional Transportation Plan to be eligible to receive federal funding; new bicycle projects would be added to the RTP). Implementing the preferred approach identified in step 3 will help guide which projects are prioritized and included. Existing bicycle facilities considered sufficient and appropriate for the roadway conditions will be maintained, and existing bicycle facilities that are deficient will be identified for improvement. Projects such as bicycle parking at future transit stations and way finding will also be identified. Projects should complete and enhance the routes identified in the preferred approach.
5. **Identify additional funding to supplement costs of the project (Project Team, June 2015- July 2017).** While bicycle projects will be included in the Powell-Division Transit and Development Project, additional funding resources should be documented and included in the implementation strategy. Three relevant projects should be noted here because they will improve bicycle and pedestrian access within the corridor and can be leveraged to support the project. The regionally funded Central City Multi-Modal Safety Project (\$6 M), the East Portland Access to Employment and Education Multimodal Improvements (\$9.1 M) funded with Metro Regional Economic Opportunity Funds, and the Division Complete Streets (to Birdsdale) project in Gresham. Elements of these projects will or could support improved bicycle access to and within the transit Project corridor.

Policy and Plan Context

Oregon and the Portland region have developed strong policies related to supporting and expanding bicycling for transportation. The following policies at the state, regional, and local level provide the policy context for the bicycle elements of the Powell-Division Transit and Development project.

Federal

- **Federal Transit Administration (FTA) Policy** – establishes a formal policy on the eligibility of pedestrian and bicycle improvements for FTA funding and defines the catchment area for pedestrians and bicyclists in relation to public transportation stops and stations as .5 mile for pedestrians and 3 miles for bicyclists.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)** -Title I, Federal-Aid Highways, Subtitle A – Authorizations and programs, Section 1122 **Transportation Alternatives Program** – provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, safe routes to school projects.
- **Code of Federal Regulations Title 49** – contains the codified U. S. Federal laws and regulations that re in effect pertaining to all forms of surface transportation and transportation security.

State

- **Statewide Planning Goal 12: Transportation** – transportation plans shall consider all modes of transportation, serve all people, and minimize adverse social, economic and environmental impacts and costs.
- **OAR 660-12, the Transportation Planning Rule** – implements Statewide Planning Goal 12 by supporting plans that increase transportation choices and make more efficient use of the existing transportation system, including bicycle travel, accessibility, transit, reduction in reliance on single occupant automobile use.
- **ORS 366.514: Use of Highway Fund for Footpaths & Bicycle Trails** (see following section)
- **Oregon Transportation Plan** – comprehensively assesses state, regional and local and both public and private transportation facilities and services and builds on the established vision of a balanced, multifaceted transportation system leading to expanded investment in non-highway transportation options.
- **Oregon Public Transportation Plan** – provides a statewide vision for the public transportation system and describes the role of public transit in contributing to the transportation system overall.
- **Oregon Pedestrian and Bicycle Safety Implementation Plan** –includes a list of candidate priority locations based on an objective analysis and then provides a toolbox of countermeasures from which to choose.
- **Oregon Bicycle and Pedestrian Plan** – currently being updated. Provides a vision for the entire state system, including locally owned facilities, while defining the role of the State and ODOT. Includes a design manual for pedestrian and bicycle transportation.

Regional

- **2014 Regional Transportation Plan (RTP)** – provides pedestrian, bicycle and complete streets policy; performance measures including triple 2010 bicycle mode share target.
- **Climate Smart Strategy** – a strategy to reduce the region’s per capita greenhouse gas emissions from cars and light trucks at least 20 percent by 2035.
- **Regional Active Transportation Plan** – identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit.
- **Regional Transportation Safety Plan** – identifies ways to cut the number of fatalities and serious injuries for pedestrians, bicyclists and motor vehicle occupants in half by 2035, based on 2005 numbers.
- **Regional Travel Options Strategic Plan** – defines a mission and set of goals and objectives to increase opportunities to walk, bike, share a ride and take transit.
- **East Metro Connections Plan** – an action plan that identifies specific transportation, community, economic development projects for the metro area of east Multnomah County and their phasing over the next 20 years
- **Equity Baseline Report, Part 1: A Framework for Regional Equity** – illustrates the intersection between transportation equity, providing sufficient pedestrian, bicycle and transit access, with Metro’s desired outcomes.

Local

- **East Portland In Motion** – a five-year implementation strategy for active transportation projects and programs east of 82nd Ave in the City of Portland.
- **Portland Progress** –Portland Bureau of Transportation’s two-year work plan to provide steps to preserve past investments and improve the safety of the transportation system.
- **Portland Bicycle Plan for 2030** – key principles include: attract new riders, strengthen bicycle policies, form a denser bikeway network, increase bicycle parking, expand programs to support bicycling, increase funding for bicycle facilities
- **Portland Transportation System Plan (TSP)** -- meets State and regional planning requirements and addresses local transportation needs for cost-effective street, transit, freight, bicycle, and pedestrian improvements
- **Central City Transportation Management Plan** – encourages economic growth and housing in a compact urban form that also increases the use of alternative transportation modes
- **Portland Central City Plan** – addresses challenges and opportunities to ensure the unique economic, transportation, cultural and educational hub will be a vibrant resource for all Portlanders over the next 25 years and includes the Central City Transportation Management Plan
- **Portland Climate Change Action Agenda** –25% bicycle mode share target.
- **Portland Plan** – encourages active transportation, prioritizes safe and attractive frequent transit service, bikeways and accessible pedestrian connections, including sidewalks;

measures include 70% transit and active transportation use by 2035 and 50% Carbon emissions reductions below 1990 levels by 2035.

- **Inner Powell Streetscape Plan** – informs the development of a streetscape plan for Powell Blvd from the Ross Island Bridge to SE 92nd Ave that includes multi-modal improvements along Powell Blvd. Calls out SE Powell Bikeway Project #70046 in TSP to retrofit bike lanes to existing street from 71st Ave to I-205 in 11-20 years; and Inner Powell/Ross Island Bridgehead Access and Circulation Study which examines local circulation and pedestrian and bicycle access and creates a streetscape plan between Ross Island Bridge and SE 50th
- **Portland Comprehensive Plan** – guides the future growth and development of the city and is a generalized, coordinated land use map and policy statement that interrelates all functional and natural systems and activities in relation to the use of lands, including transportation systems.
- **Gresham Bicycle Plan** –existing bicycling facilities and planned/funded bicycle projects
- **Gresham Transportation System Plan** – supports the growth and development of the City as an economically vital and livable community by providing residents and all transportation system users safe, pleasant and convenient access and travel within, to and through the city
- **Gresham Comprehensive Plan** – contains policy statements concerning each plan topic; goals, policies and actions measures and implementation strategies designed to carry out the policies, including transportation.

ORS 366.514: Use of Highway Fund for Footpaths & Bicycle Trails

ORS 366.514, often referred to as the “Bike Bill,” was passed by the Oregon Legislature in 1971. The law applies to ODOT, cities, and counties and requires the inclusion of facilities for pedestrians and bicyclists wherever a road, street or highway is constructed, reconstructed or relocated.

ODOT provides the following information on the Bike Bill: “The law has three exemptions: Where there is no probable use, or other available ways or other factors indicate an absence of any need; where safety would be jeopardized; where the cost is excessively disproportionate to the need or probable use. The determination that one or more exemption is met must be well-documented. If "other available ways" are identified, these must serve bicyclists and pedestrians as well as or better than would a facility provided on the road, street or highway in question. An example sufficient to indicate other available ways would be providing sidewalks and bike lanes on a parallel or adjacent street rather than along a freeway. An example not sufficient would be choosing not to provide bike lanes and sidewalks on an arterial street and encouraging use of local side streets that do not include bicycle and pedestrian facilities nor offer the equivalent direct route or access as the arterial street.”

ORS 366.514 is a key statute for this project and must be considered as the bicycle element is integrated into the Powell-Division project. In-street road improvements along the preferred transit route may trigger requirements in ORS 366.514 to provide bicycle and pedestrian facilities on the Powell-Division transit route. Typical in-street roadway improvements that trigger the requirements can include moving a curb and rebuilding the entire depth of the roadway bed.

As of yet, no determination has been made on the cross-section widths along the alternative transit routes. Nor is it known if or by how much it will be necessary to move the curb line or widen the right-of-way. How wide the streets along the route will be in various segments and whether or not the curb lines move will largely depend upon whether the bus is in mixed traffic, if there is a dedicated busway in one direction or two and the design of pedestrian and bicycle facilities. Bus rapid transit is a flexible technology, and the design in some cases may change block by block. The project aims to integrate all modes of transportation that is not cost prohibitive and minimizes impacts to existing buildings and properties, while at the same time supporting and enhancing the bus rapid transit project and meeting the demands for bicycling in the corridor.

Planned Bicycle Network Maps

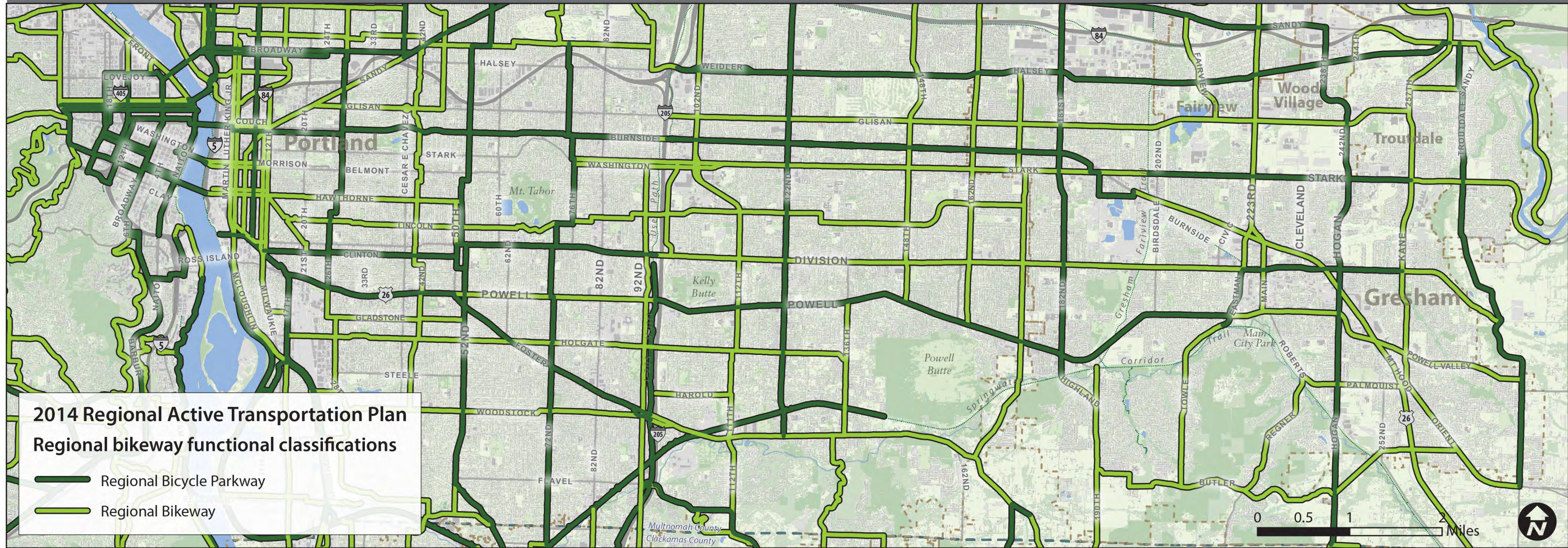
Portland and Gresham Transportation System Plans and the Regional Transportation Plan include policy maps for the planned bicycle networks. The bicycle plans/maps show the adopted bicycle networks and the planned facility type and functional classifications. Planned networks guide future development of the bicycle networks. Functional classifications and planned facilities identified in the Portland and Gresham Transportation System Plans (along with more recent plans or projects) provide policy guidance as the bicycle element of the project is developed.

The following three maps show the regional, Portland and Gresham planned bicycle networks. The 2014 Regional Active Transportation map shows the regional bicycle network and functional classifications within the project study area. Regional Bicycle Parkways are the highest functional class for bicycle routes and are intended to provide a high quality bicycling experience, level of comfort and safety. They form the spine of the bicycle network and are routes that currently serve or will serve higher volumes of bicyclists and provide important connections to destinations. Regional Bikeways are the second functional class and complete the regional level bicycle network. Regional Bikeways located on arterial and collector streets should be designed to provide separation from traffic and provide a high quality bicycling experience. Local Bikeways are not identified as regional routes. However, they are very important to a fully functioning network. They are typically shorter routes with less bicycle demand and use than regional routes. They provide for door to door bicycle travel. In addition to the functional classifications, the Regional Active Transportation Plan and Regional Transportation Plan identify a set of principles and design guidance for developing bicycle facilities on the regional network to implement regional policies related to bicycling.

The second map shows the City of Portland's recommended bikeway network, from the Portland Bicycle Plan for 2030, adopted in 2010. The city is currently in the process of updating the Transportation System Plan to include the bicycle plan. The map shows existing, funded or recommended bicycle facilities as of 2010. Some facilities have since been improved. The Portland Bicycle Plan for 2030 provides policy network maps identifying bikeways as Major City Bikeways, City Bikeways, or Local Bikeways.

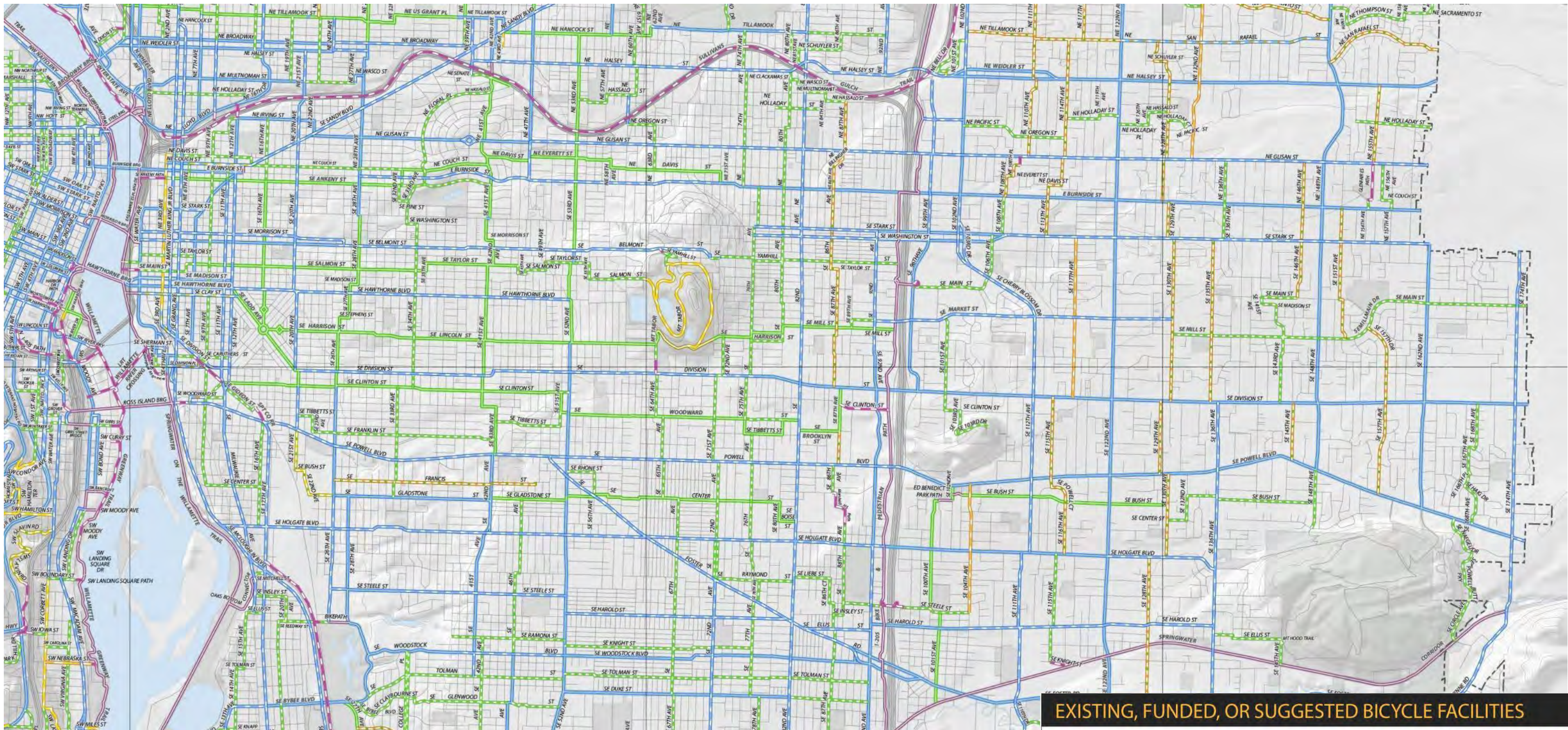
The third map shows the City of Gresham's Bicycle Plan for 2030. The plan identifies facility types for the major bikeways in the city. Refer to Table 1 for a list of the planned and existing bicycle facilities for each of the transit alternative routes.

Powell-Division Transit and Development Project



Map: 2014 ATP regional bikeway functional classifications

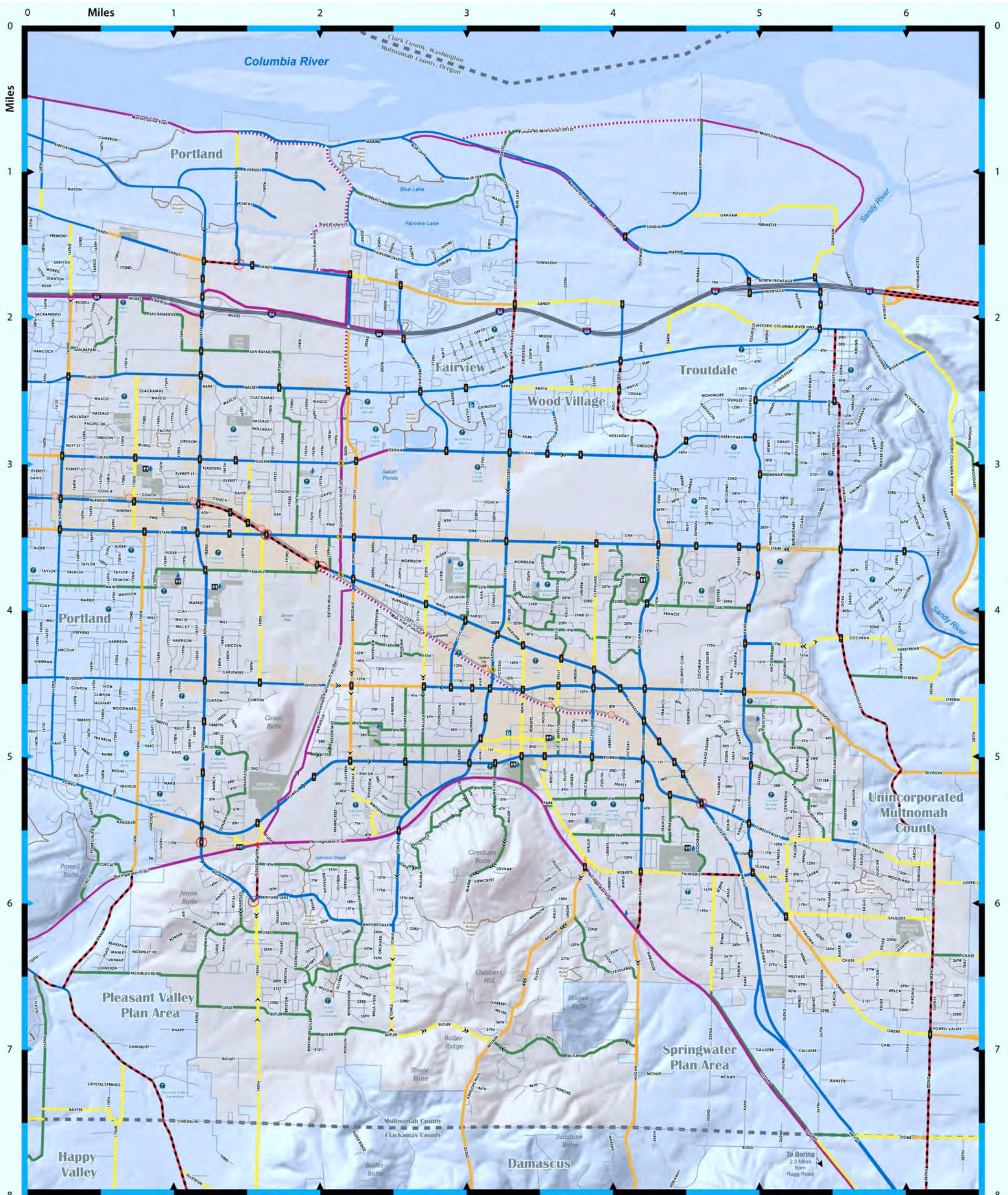
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EXISTING, FUNDED, OR SUGGESTED BICYCLE FACILITIES

<p>Trails</p> <ul style="list-style-type: none"> — Existing or funded trail — Future trail <p>Separated in-roadway bikeways (bike lanes, buffered bike lanes, cycle tracks)</p> <ul style="list-style-type: none"> — Existing or funded bike lane or separated in-roadway — Future separated in-roadway — Future separated in-roadway or enhanced shared roadway — Future separated in-roadway or advisory bike lane — Future separated in-roadway, advisory bike lane, or enhanced shared roadway 	<p>Bicycle boulevards / advisory bike lanes</p> <ul style="list-style-type: none"> — Existing or funded bicycle boulevard — Future bicycle boulevard — Future advisory bike lane (suggested) — Future enhanced shared roadway or advisory bike lane — Future bicycle boulevard or advisory bike lane <p>Enhanced shared roadways</p> <ul style="list-style-type: none"> — Funded enhanced shared roadway — Future enhanced shared roadway — Future bicycle boulevard or enhanced shared roadway
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For facility descriptions, please see Appendix G, Glossary, of the Portland Bicycle Plan for 2030.



On-Street Bike Route

- Bike Lane or Wide Shoulder
- Shared Road - High Volume
High traffic volume and/or speed
- Shared Road - Medium Volume
Medium traffic volume and/or speed
- Shared Road - Low Volume
Low traffic volume and/or speed

Off-Street Bike Route

- Off-Street Multi-Use Path
Wide paved trail shared with pedestrians
- - - Future Off-Street Multi-Use Path
- Trail
Narrow path shared with pedestrians
May not be paved

Caution Area

- - - Difficult Connection
Use sidewalk, use caution, or find a different route
- Difficult Intersection
Use caution
Shown for routes in the City of Gresham only

Traffic Light

- Traffic Light
- Pedestrian Crossing Signal

Elevation Gain

Shown for routes within City of Gresham only

- > Slight Incline
- >> Moderate Incline
- >>> Steep and/or Long Incline

Light Rail (MAX)

- Light Rail Stop
- Light Rail Line

Park & Amenities

- Park
- Public Restroom
- Water Fountain

Points of Interest

- School
- Library
- Commercial Area



Existing Bicycle Facilities and Planned Projects

Existing facilities

While the project corridor offers some existing bicycle facilities, such as bicycle lanes on arterials and bicycle boulevards on local streets, there are many gaps and deficiencies remaining in the planned bicycle network.

Within the project study area:

- West of 82nd Avenue a more connected network of streets with lower traffic volumes and speeds provide more route options for bicycle travel. East of 82nd Avenue the grid breaks down and there are few routes that provide for travel parallel to Division. The closest parallel route north of Division is the 4M Neighborhood Greenways, and the closest route South of Division is outer Powell.
- Powell Boulevard currently has standard bike lanes east of I-205, but lacks any bicycle facility between the Willamette River and I-205. Existing bicycle facilities on Powell would be considered deficient under current regional planning guidance.
- Division Street includes standard bike lanes from 79th Avenue to the city limits. Under current city standards the existing facilities are deficient..
- Division Street has buffered bicycle lanes in Gresham from city limits to the Gresham-Fairview Trail just west of Birdsdale Avenue, and from Wallula Avenue to Kane Drive in Gresham.
- Division Street lacks bike lanes west of 60th Avenue. The Clinton/Woodward Street bike boulevard currently provides a parallel route from 12th Avenue to 87th Avenue. Recently Clinton Street bike boulevard has been seeing increasing volumes of auto traffic and is deteriorating as a bicycle facility.
- 82nd Avenue has no bicycle facilities.
- Several existing multi-use paths cross through the corridor, including the north-south I-205 multi-use path (MUP), the north-south Gresham-Fairview Trail, and the east-west Springwater Corridor Trail.

Table 1, below, lists the roadway segments identified as transit route alternatives. For each of the segments the existing bicycle facilities, if any, the regional bicycle functional classifications, and local planned facility types is identified. Consistency among plans is also noted.

Table 1: Existing and planned bicycle facilities				
Roadway segments on transit route alternatives	Existing facilities	Regional Active Transportation Plan bicycle functional classification	Portland and Gresham Transportation System Plan planned facility type/project in plan	Notes
Powell Blvd from Ross Island Bridge to SE 17 th Ave	None	Local	Portland: separated in-roadway/no projects identified in plan other than crossings	Plans are consistent
Powell Blvd from SE 17th Ave to SE 50th Ave	None	Regional Bicycle Parkway	Portland: separated in-roadway/	Plans are consistent
Division St from SE 12th Ave to SE 50th Ave	None	Local Bikeway	Portland: separated in roadway	Plans are consistent
Powell Blvd from SE 50th Ave to SE 82nd	None	Regional Bikeway	Portland: separated in roadway/ project between 72 nd and I-205	Plans are consistent
Division St from SE 50th Ave to I-205 bike path	No bicycle facilities west of 60 th Ave. Standard bike lanes from 60th Avenue to Portland city limits;	Regional Bicycle Parkway	Portland: separated in roadway Gresham: separated in roadway	Regional and local plans are consistent
Division St from I-205 bike path to Hogan	Standard bike lanes from I-205 MUP to Portland city limits; Buffered bicycle lanes in Gresham from city limits to the Gresham-Fairview Trail just west of Birdsdales Avenue, and from Wallula Avenue to Kane Drive. No bike facilities between Birdsdales and Wallula.	Regional Bikeway	Portland: separated in roadway Gresham: separated in roadway	Plans are consistent
SE 50th Ave from Woodward St to Division St	None	Regional Bicycle Parkway	Portland: no recommendation	Defer to RTP
SE 50th Ave from Powell Blvd to Woodward St	None	Local Bikeway	Portland: no recommendation	Plans are consistent
SE 52nd Ave from Powell Blvd to Division St	6' bike lanes. Cross section is 8-6-10-10-6 (parking, bike lane, 2 x travel lanes, bike lane).	Regional Bicycle Parkway	Portland: separated in roadway	Plans are consistent
Hogan Dr from Powell Blvd to Stark St	Bicycle lane	Regional Bicycle Parkway	Gresham: bicycle lane	Plans are consistent
Eastman Parkway from Division St to Stark St	Bicycle lanes	Regional Bikeway	Gresham: Bicycle lane	Plans are consistent
Cesar Chavez Blvd	None	Local Bikeway	Portland: no recommendation	Plans are consistent
SE 82nd Ave	None	Local Bikeway	Portland: separated in-road facility (2030 Bike Plan); bike safety/access (updated TSP)	No designation yet in TSP (currently being updated). Defer to 2030 Bike Plan

NOTE: Portland and Gresham bicycle plans are or will be consistent with the Regional Transportation Plan (RTP), once the RTP is updated. While the RTP does not designate facility types for regional bicycle routes, the plan does give guidance on the type of facilities and level of desired separation for routes on the regional network. Local plans may “go beyond” the regional plan (e.g. 82nd Ave) but cannot be “less than” the regional plan.

Planned Projects

Data from the 2011 Oregon Household Activity Survey indicates that the average length of bicycle trips within the region is three miles, and the average trip length for trips that combine bicycle and transit is ten miles. Additionally, bicycle projects are eligible for Federal transit Administration (FTA) funding within a three mile radius of FTA funded transit projects. For these reasons bicycle projects in the Regional Transportation Plan, and Portland and Gresham Transportation System Plans that are within three miles of the center of the corridor were identified.

The FTA policy acknowledges that walking, bicycling, and public transportation are complementary modes of transportation: many people access public transportation by walking a short distance; others arrive by bicycle. The success of public transportation can often be limited by poor “first and last mile” access to the system. Further, safe walking and bicycling access can be important inducements to using public transportation. Thus, it is essential to develop safe, secure, and appropriate pedestrian and bicycle infrastructure if the users of public transportation are to have safe, convenient, and practical access routes to, as well as appropriate amenities to enhance the utility of transit.¹

Within a three mile buffer there are approximately 300 bicycle projects or projects that include a prominent bicycle element (e.g. crossings along Powell Blvd). Projects were drawn from the 2014 Regional Transportation Plan and the Portland and Gresham Transportation System Plans. Portland is currently updating its Transportation System Plan; projects were drawn from the new plan. Bicycle projects identified in local plans, new projects or through this process may need to be added to the Regional Transportation Plan to complete the bicycle element of the Powell-Division Transit and Development Project. Please see Appendix 1 for a list of projects within one mile of the alternative transit routes. A full list of all projects within the 3-mile buffer is available on the Powell-Division Transit Project webpage.

Additionally, details on relevant projects within the study corridor are highlighted below.

- Portland has identified the 4M Neighborhood Greenway, along Market, Mill, Millmain, and Main as a priority project for the city. It was also identified as one of the Portland Bicycle Advisory Committee’s top ten projects for the Transportation System Plan update. The planned neighborhood greenway is approximately half a mile north of Division. This route is likely to be developed more like an enhanced shared roadway project, rather than a neighborhood greenway, due to traffic volumes and because the route is an emergency response route prohibiting certain traffic calming treatments.
- The East Portland Access to Transit project received \$4.2 M of regional flexible funds. The original scope of the project included buffered bicycle lanes along Division from I-205 to 130th Ave. Implementation of buffered bike lanes was deferred for coordination with the Powell-Division Transit Project, with the understanding that those improvements would be included in the Powell-Division Transit Project.

¹ US DOT Federal Transit Administration, Bikes and Transit http://www.fta.dot.gov/13747_14399.html

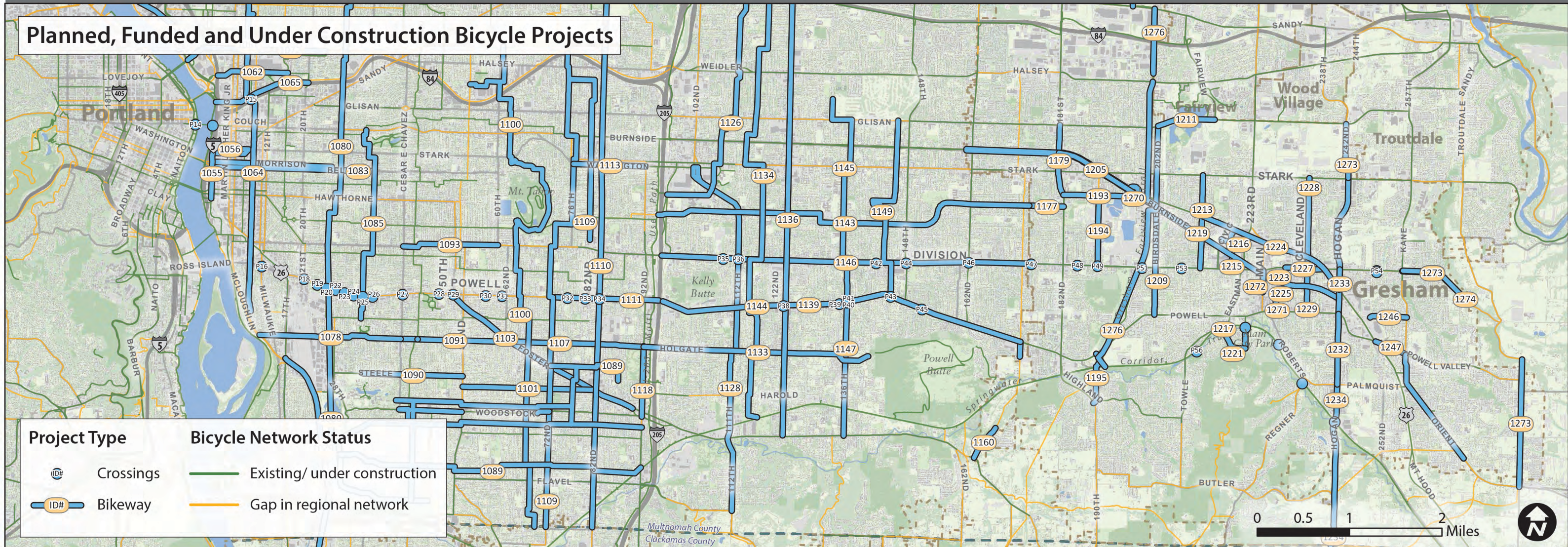
- ODOT is currently working on the Outer Powell safety improvement project. Project plans include new lane striping, wheelchair ramps, a slightly wider shoulder for pedestrians and bicyclists, and traffic devices to slow speeding, avert crashes and nab drivers who run red lights.

The following map shows existing bicycle facilities, projects identified in local and regional plans (including projects that are funded and/or under-construction), and gaps in the planned bicycle network. The map includes:

- projects from the Regional Transportation Plan, Gresham and Portland Transportation System Plans
- projects from 2010 to 2040
- projects that are funded/under construction (e.g. the Twenties Bikeway in Portland and the Gresham MAX Path)
- projects that are on financially constrained project lists
- projects that are on unconstrained project lists
- gaps (shown in red) illustrate no bicycle facility and no identified project in any of the plans consulted
- existing bikeways (does not indicate whether the bikeway is deficient)

Refer to the list of projects in Appendix 1 for project details.

Powell-Division Transit and Development Project



Map: Planned, funded and under construction bicycle projects

This map shows existing bicycle facilities, planned projects, projects that are funded, and projects that are under construction/soon to be completed. Projects shown on the map were drawn from the 2014 Regional Transportation Plan, the 2030 Gresham Transportation System Plan and the Portland Transportation System Plan that is currently being updated. Projects are identified for implementation for years between 2010 and 2040. The underlying network of existing bikeways and gaps shown on map are reflective of the regional active transportation plan, not the local plans.

REVIEW DRAFT

04/27/2015

Bicycle Concepts

The purpose of the concepts is to provide a framework to guide discussion and decision making of the Steering Committee, the Project Management Team and other stakeholders. The concepts will be used to identify an approach and list of bicycle projects that will provide a connected, complete, safe and comfortable bicycle route from downtown Gresham to downtown Portland, access to transit and destinations along the corridor, reduce congestion, and achieve the multiple benefits associated with increasing bicycling.

Using the concepts as a framing device, stakeholders will be able to analyze and better understand the challenges, opportunities and tradeoffs with each of the conceptual approaches. The concepts are purposefully constrained to highlight the challenges, opportunities and trade-offs.

A data driven approach during the design process will be used to refine and evolve the concepts. For example, identifying which bicycle concepts could potentially result in the greatest access to bicycling and destinations. The design phase of the project is a crucial stage of analysis – the final bicycle concept will not be able to be determined until various design approaches, that include all modes, are vetted. As of yet, no determination has been made on the cross-section widths along the potential transit routes. Nor is it known if or by how much it will be necessary to widen the right-of-way. How wide the streets along the route will be in various segments and whether or not the curb lines move will largely depend upon whether the bus is in mixed traffic, if there is a dedicated busway in one direction or two and the design of pedestrian and bicycle facilities. Bus rapid transit is a flexible technology, and the design in some cases may change block by block. Using the concept approach also promotes achieving a connected and complete bicycle route along the corridor, as opposed to a handful of projects that may fix local gaps but do not result in a seamless corridor from downtown Gresham to downtown Portland. Criteria used to help identify the preferred concept and bicycle elements included in the transit alternative should include:

- connections to businesses and other destinations;
- connections to transit;
- connections for communities of concern;
- increasing levels of bicycling;
- impacts to existing buildings and properties;
- enhancing safety for bicycling;
- enhancing comfort for bicycling;
- relevant policies and bicycle functional classifications.

Concept 1: Shared

Concept 1 illustrates the concept of a continuous bikeway along the entire bus rapid transit route. The central idea for this concept emphasizes direct, efficient travel for bicycling and direct access to the destinations along the transit route. This concept focuses on bikeways along the transit route, and does not show access to the transit route from other areas in the corridor. For example, if this concept were

pursued bikeway projects would be focused along the transit corridor and less or no attention would be given to the bikeways accessing the transit corridor. Developing this concept could necessitate the acquisition of right-of way and removal of parking on some segments of the route. Gresham has already removed parking on Division and installed buffered bicycle lanes.

Concept 2: Parallel

Concept 2 illustrates providing bikeways on streets parallel to the bus rapid transit route. Because of a lack of street connectivity this concept illustrates out of direction travel along many segments of the route for anyone wanting to access the transit corridor and destinations along the corridor. East of 82nd Avenue there is not a good option south of Division before Powell. The concept illustrates access to the transit route and destinations along the route via streets that connect to the transit route. The concept assumes that to provide sufficient connection every street would need to provide access and these streets would need enhancements such as traffic calming, wayfinding and signage. This concept provides a less direct bicycle route. It also does not increase safety or access along the transit route for people bicycling. Existing bicycle facilities along the transit route would be maintained.

Concept 3: Hybrid – shared + parallel

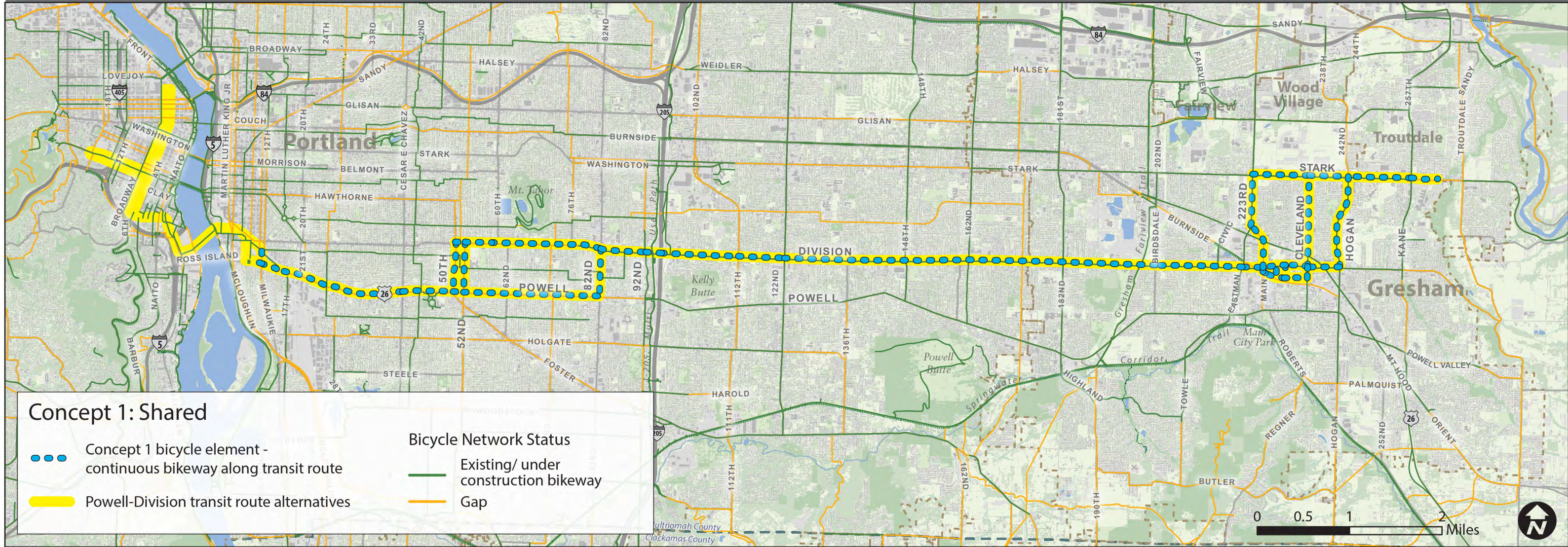
Concept 3 illustrates a hybrid of the first two concepts. This concept takes advantage of a more connected street grid west of 82nd Avenue and responds to the lack of connectivity east of 82nd Avenue. West of 82nd Avenue, the concept shows bikeways on streets parallel to the bus rapid transit route. There are few options for a connected route that does not go out of direction and that is within a few blocks of the transit route. East of 82nd Avenue the concept shows a bikeway on SE Division. The concept illustrates access to the transit route and destinations along the route via streets that connect to the transit route. Providing sufficient connections could include enhancements such as traffic calming, wayfinding and signage. Removal of parking would likely be needed on segments of Division. Gresham has already removed parking on Division and installed buffered bicycle lanes.

Concept maps

On the following concept maps, the yellow line shows the current bus rapid transit route options. The “blue dotted line” illustrates the bicycle route(s) that would be emphasized and improved as part of the project. Any existing bicycle facilities not on the “blue dashed line” route would be maintained.

- Lack of a blue line does not imply no bike facility/or that a bike facility will be removed. No bicycle facilities will be removed as part of the project.
- Along the “blue dashed line” existing bicycle facilities would be enhanced if deficient and all gaps would be filled whether or not a project is currently identified in a plan.
- The blue lines provide a way of narrowing bicycle projects to be included in the project by identifying those bicycle projects that help complete the bicycle route and increase access to transit.

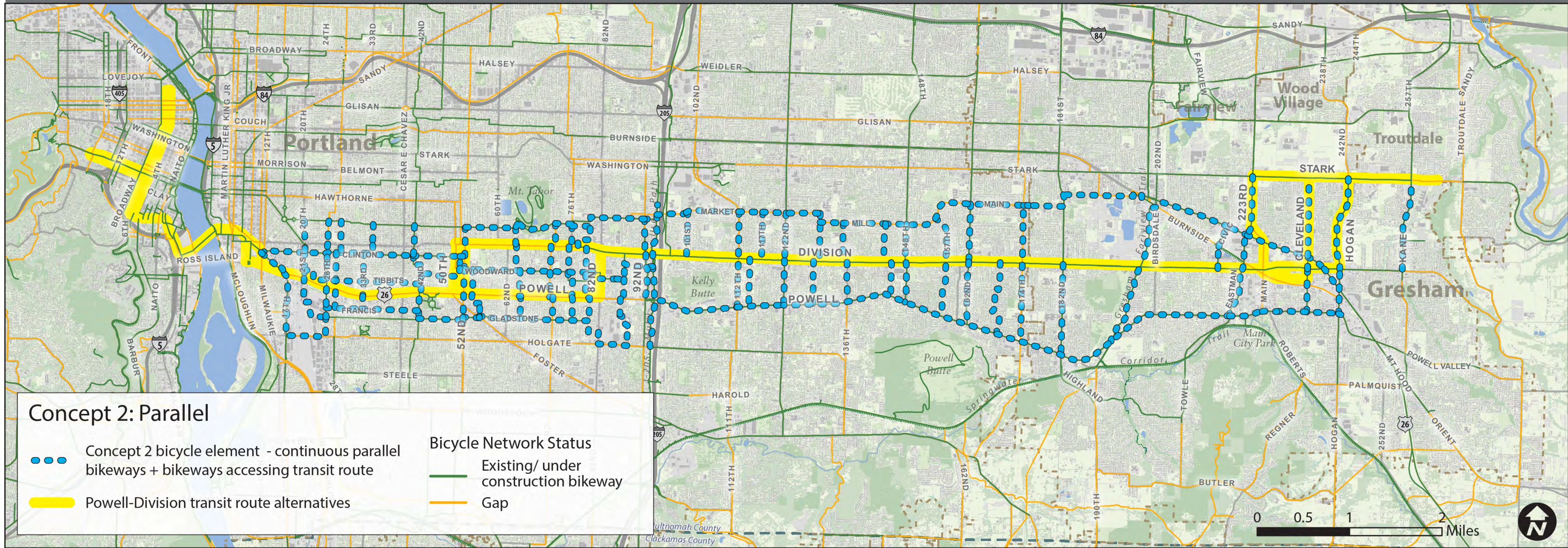
Powell-Division Transit and Development Project



Concept lines (blue dotted lines) illustrate an approach for the bicycle elements of the transit project; they do not indicate presence, lack of, or deficiency of a bikeway. Absence of concept lines does not indicate that existing bikeways will be removed; no bikeways will be removed in the project.

REVIEW DRAFT

Powell-Division Transit and Development Project

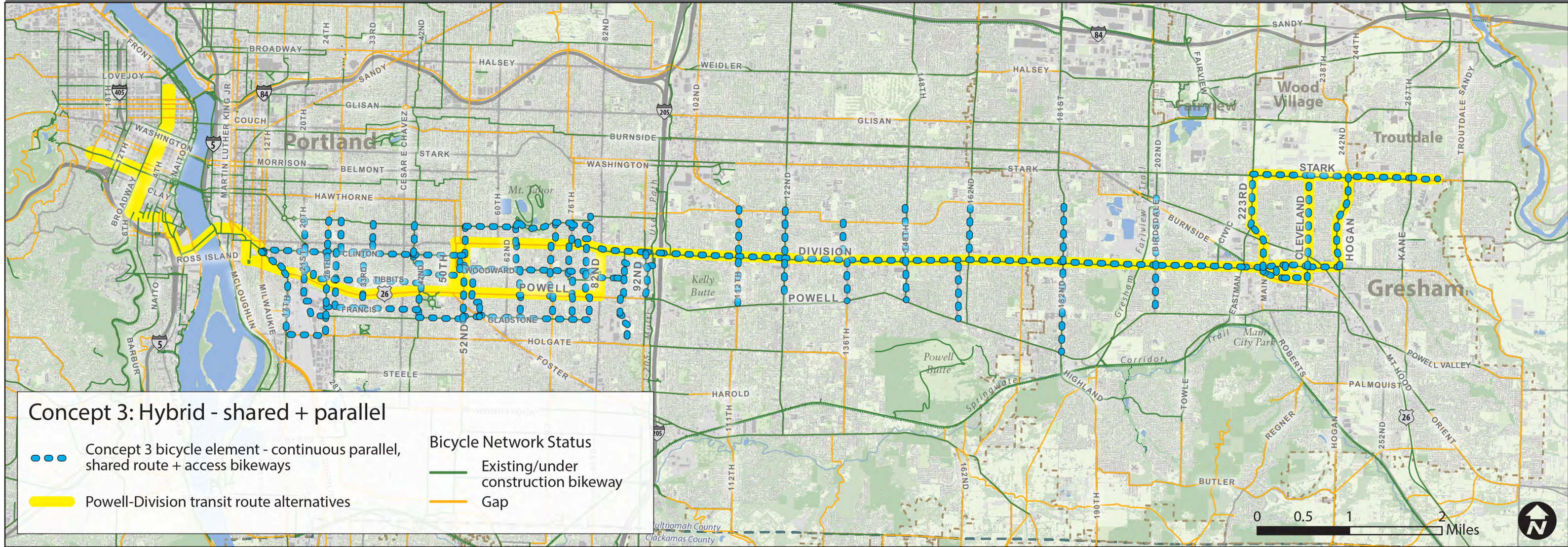


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N/S connections are 0.25 to 0.5 miles apart. Parallel boulevards are 0.25 to 0.75 miles from transit routes (0.5 mile away for most of the route).

REVIEW DRAFT

Powell-Division Transit and Development Project



Concept lines (blue dotted lines) illustrate an approach for the bicycle elements of the transit project; they do not indicate presence, lack of, or deficiency of a bikeway. Absence of concept lines does not indicate that existing bikeways will be removed; no bikeways will be removed in the project.

N/S connections are 0.25 to 0.5 miles apart. Parallel boulevards are 0.25 to 0.5 miles from transit route.

REVIEW DRAFT

Appendix 1: List of Identified Projects within 1 mile

PD ID	RTP ID	Project Name	Description	Budget Status	Time Frame	Source Agency	Est. Cost	Dist. to PD Routes (in mi)
1009	10166	Outer W Burnside Corridor Improvements	Widen street to add bicycle facilities, improve sidewalks, lighting, crossings and provide traffic *	Unconstrained	11-20_YRS	Portland	\$13,573,745	0.5
1011	<Null>	Fairview Blvd Bikeway	Design and implement bicycle facilities.	Unconstrained	11-20_YRS	Portland	\$30,668,294	1
1012	<Null>	SW Patton Rd Ped/Bike Improvements	Design and implement pedestrian and bicycle facilities.	Unconstrained	6-10_YRS	Portland	\$5,719,678	1
1018	<Null>	US 26 Multi-use Path	Design and implement a multi-use path.	Constrained	11-20_YRS	Portland	\$1,596,000	0.5
1021	<Null>	NW Everett/Glisan Corridor Improvements	Install improved pedestrian crossings, remodel traffic signals, improve signage at freeway crossing*	Constrained	11-20_YRS	Portland	\$4,000,000	0.25
1025	<Null>	Montgomery Bikeway	Design and implement bicycle facilities.	Unconstrained	<Null>	Portland	\$1,082,000	0.25
1028	<Null>	NW/SW 20th Ave Neighborhood Greenway	Design and implement bicycle facilities.	Constrained	6-10_YRS	Portland	\$623,000	0.25
1029	<Null>	W Burnside Corridor Improvements	Design and construct boulevard improvements including pavement reconstruction, wider sidewalks, cur*	Constrained	6-10_YRS	Portland	\$9,173,000	0.5
1030	<Null>	SW Broadway Dr Pedestrian Improvements	Construct a walkway and crossing improvements.	Unconstrained	11-20_YRS	Portland	\$4,676,654	0.25
1035	<Null>	Lower I-405 Multi-use Path	Design and implement a multi-use path.	Constrained	11-20_YRS	Portland	\$572,000	0.25
1037	<Null>	Montgomery to Vista Bikeway	Design and implement bicycle facilities.	Unconstrained	11-20_YRS	Portland	\$4,135,188	0.25
1038	<Null>	I-405 Safety and Operational Improvements	Improve pedestrian and bike access from NW Portland to Central City across I-405 at Burnside and Co*	Funded	6-10_YRS	Portland	\$2,240,000	0.5
1039	<Null>	W Burnside/Couch Corridor Improvements, Phase 1	Construct transportation improvements including traffic signals, turn lanes, curb extensions, bicyc*	Constrained	6-10_YRS	Portland	\$5,000,000	0.25
1040	<Null>	W Burnside/Couch Corridor Improvements, Phase 2	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, *	Unconstrained	11-20_YRS	Portland	\$70,895,353	0.25
1041	<Null>	NW Flanders Neighborhood Greenway	Design and implement a neighborhood greenway from the Steel Bridge to NW 24th, including a pedestri*	Constrained	6-10_YRS	Portland	\$3,000,000	0.25
1042	11644	North Portland Greenway Trail, Segment 5	Build a multi-use trail along the Albina Yard connecting Swan Island to the Rose Quarter.	Constrained	6-10_YRS	Portland	\$7,306,910	1
1043	<Null>	NW Naito Safety Improvements	Construct multimodal safety improvements including pedestrian improvements and bicycle facilities. *	Constrained	6-10_YRS	Portland	\$4,559,750	0.25
1044	10283	Inner Barbur Corridor Improvements	Design and implement transit, bicycle, and pedestrian improvements. Project design will consider fr*	Constrained	6-10_YRS	Portland	\$3,669,200	0.25
1045	<Null>	Red Electric Trail to Corbett Connector	Build multi-use trail on Slavin Road from Barbur to Corbett.	Constrained	11-20_YRS	Portland	\$7,100,000	1
1050	<Null>	Hood Ave Pedestrian Improvements	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	Constrained	6-10_YRS	Portland	\$1,000,000	0.5
1051	10309	SW Macadam Ped/Bike Improvements	Improve pedestrian and bicycle crossings of Macadam and connections to the Willamette Greenway Trai*	Constrained	11-20_YRS	Portland	\$1,000,000	1
1054	<Null>	Willamette Greenway Trail Extension	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridg*	Constrained	6-10_YRS	Portland	\$2,430,845	0.25
1055	<Null>	Water/Stark Corridor Improvements	Construct the multimodal transportation enhancements laid out in the Central Eastside Street Plan.	Constrained	11-20_YRS	Portland	\$2,000,000	0.5
1056	<Null>	SE Stark/Washington Corridor Improvements	Improve safety and capacity by restriping and signaling Stark and Washington as they intersect wi*	Constrained	11-20_YRS	Portland	\$2,000,000	1
1060	<Null>	Lloyd District Pedestrian Improvements	Construct sidewalk improvements, mid-block crossings, and other enhancements to create a more pedes*	Constrained	6-10_YRS	Portland	\$5,045,150	1
1061	11634	NE 7th/9th Neighborhood Greenway	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments a*	Constrained	6-10_YRS	Portland	\$555,000	1
1062	11636	NE Multnomah Protected Bikeway Improvements	Construct permanent improvements to the NE Multnomah St protected bikeway.	Constrained	6-10_YRS	Portland	\$1,000,000	1
1064	11635	SE 7th/9th Neighborhood Greenway	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments t*	Constrained	6-10_YRS	Portland	\$700,000	0.25
1065	11323	Sullivan's Gulch Trail, Phase 1	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from t*	Constrained	6-10_YRS	Portland	\$7,700,000	0.5
1069	<Null>	Inner Milwaukie Streetscape Improvements	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit st*	Constrained	6-10_YRS	Portland	\$4,838,299	0.25
1072	11646	NE Broadway Corridor Improvements, Phase 1	Construct a protected bikeway with enhanced pedestrian/bicycle crossings, transit improvements, and*	Constrained	6-10_YRS	Portland	\$3,500,000	0.5

PD ID	RTP ID	Project Name	Description	Budget Status	Time Frame	Source Agency	Est. Cost	Dist. to PD Routes (in mi)
1078	10307	Inner Holgate Bikeway	Design and implement bicycle facilities. Project design will consider freight movement needs, consi*	Constrained	11-20_YRS	Portland	\$2,000,000	0.5
1079	11198	PMLR Active Transportation Improvements	Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trai*	Constrained	11-20_YRS	Portland	\$8,000,000	1
1080	10230	Twenties Bikeway	Design and implement a bikeway from Lombard to Crystal Springs & 45th using neighborhood greenways *	Funded	1-5_YRS	Portland	\$2,338,702	0.25
1081	10259	Inner Powell Blvd Corridor Improvements	Retrofit existing street with multimodal safety improvements including enhanced pedestrian and bicy*	Constrained	11-20_YRS	Portland	\$7,997,100	0.25
1083	<Null>	Belmont/Morrison Bikeway	Design and implement bicycle facilities.	Constrained	11-20_YRS	Portland	\$1,870,000	1
1085	<Null>	SE 34th Ave Neighborhood Greenway	Design and implement bicycle facilities.	Constrained	6-10_YRS	Portland	\$540,000	0.25
1086	<Null>	Belmont Streetscape Improvements	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit st*	Constrained	6-10_YRS	Portland	\$5,722,698	1
1088	10315	Cesar Chavez Corridor Improvements	Reconstruct street, upgrade sidewalks, and add pedestrian/bicycle crossing improvements. Upgrade si*	Constrained	11-20_YRS	Portland	\$5,000,000	0.25
1089	<Null>	Lower SE Bikeway Network Improvements	Design and implement bicycle facilities according to the recommendations in the Bicycle Plan for 20*	Constrained	6-10_YRS	Portland	\$5,000,000	1
1090	<Null>	Inner SE Steele Bikeway	Design and implement bicycle facilities.	Constrained	11-20_YRS	Portland	\$1,077,000	1
1091	<Null>	Holgate Blvd Corridor Improvements	Reconstruct pavement structure and stormwater drainage facilities, improve corner curb ramps to ADA*	Unconstrained	1-5_YRS	Portland	\$10,000,000	0.5
1093	10193	Inner Division Corridor Improvements, Phase 2	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, access to *	Constrained	11-20_YRS	Portland	\$2,000,000	0.25
1100	<Null>	Sixties Neighborhood Greenway	Design and implement bicycle facilities.	Constrained	6-10_YRS	Portland	\$1,500,000	0.25
1101	<Null>	Harold St Bikeway	Design and implement bicycle facilities.	Unconstrained	11-20_YRS	Portland	\$1,414,000	1
1103	<Null>	Foster Road Streetscape Improvements	Improve sidewalks, lighting, crossings, bus shelters, and benches on Foster and improve pedestrian *	Funded	11-20_YRS	Portland	\$3,857,778	0.25
1107	10305	Holgate Bl, SE (52nd - I-205: Bikeway, Phase I	Design and implement bicycle facilities.	Constrained	11-20_YRS	Portland	\$2,000,000	0.5
1108	11414	Inner Division Corridor Improvements, Phase 3	Construct improvements that enhance access to transit, improve safety and enhance the streetscape s*	Constrained	11-20_YRS	Portland	\$5,000,000	0.25
1109	10220	SE Seventies Neighborhood Greenway	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, *	Constrained	6-10_YRS	Portland	\$2,818,037	0.25
1110	<Null>	82nd Ave Corridor Improvements	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and *	Constrained	6-10_YRS	Portland	\$5,000,000	0.25
1111	<Null>	Inner Powell Bikeway	Design and implement bicycle facilities. Project design will consider freight movement needs, consi*	Constrained	11-20_YRS	Portland	\$4,767,667	0.25
1113	<Null>	SE Washington Bikeway Gap	Design and implement bicycle facilities. Project design will consider freight movement needs, consi*	Constrained	6-10_YRS	Portland	\$783,000	1
1118	10271	SE 92nd Ave Bikeway	Design and implement bicycle facilities.	Unconstrained	1-5_YRS	Portland	\$3,583,786	1
1119	10319	Gateway--Stark/Washington Streetscape Improvements	Implement Gateway regional center plan with boulevard design retrofit including new traffic signals*	Constrained	6-10_YRS	Portland	\$6,157,767	1
1126	11196	NE/SE 111th Ave Neighborhood Greenway	Design and implement bicycle facilities.	Constrained	11-20_YRS	Portland	\$750,000	1
1128	10323	Cherry Blossom/112th/111th Ped/Bike Improvements	Design and implement pedestrian and bicycle facilities.	Constrained	6-10_YRS	Portland	\$2,070,127	0.25
1133	<Null>	Outer Holgate Ped/Bike Improvements	Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit*	Constrained	6-10_YRS	Portland	\$6,000,000	1
1134	11196	SE/NE 117th Ave Neighborhood Greenway	Design and implement bicycle facilities.	Constrained	11-20_YRS	Portland	\$1,289,000	0.25
1136	<Null>	122nd Ave Corridor Improvements	Design and implement multimodal improvements to sidewalks, crossings, bicycle facilities, transit s*	Constrained	6-10_YRS	Portland	\$8,000,000	0.25
1137	11196	Powellhurst/Gilbert Pedestrian Improvements	Construct sidewalks, curbs, and drainage, as well as crossing improvements to enhance pedestrian tr*	Constrained	11-20_YRS	Portland	\$10,000,000	0.5
1138	11196	Mill Park Pedestrian Improvements	Construct sidewalks and crossing improvements to enhance pedestrian travel and access to transit an*	Constrained	11-20_YRS	Portland	\$10,000,000	0.25

PD ID	RTP ID	Project Name	Description	Budget Status	Time Frame	Source Agency	Est. Cost	Dist. to PD Routes (in mi)
1139	<Null>	Outer Powell Blvd Corridor Improvements, Phase 1	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered b*	Constrained	6-10_YRS	Portland	\$19,768,416	0.5
1143	11637	4M Neighborhood Greenway	Design and implement a neighborhood greenway, with improved crossings at major streets.	Constrained	6-10_YRS	Portland	\$450,000	0.5
1144	<Null>	Outer Powell Blvd Corridor Improvements, Phase 2	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered b*	Constrained	11-20_YRS	Portland	\$46,783,156	0.5
1145	11196	SE/NE 135th Ave Neighborhood Greenway	Design and implement bicycle facilities.	Constrained	11-20_YRS	Portland	\$914,000	0.25
1146	10290	Outer Division Corridor Improvements	Construct streetscape improvements to enhance sidewalks, lighting, crossings, bus shelters and benc*	Constrained	11-20_YRS	Portland	\$5,710,912	0.25
1147	10199	SE 136th Ave Ped/Bike Improvements	Construct missing sidewalks on both sides of the street and add bicycle facilities.	Constrained	11-20_YRS	Portland	\$5,000,000	0.25
1149	11196	SE/NE 146th Ave Neighborhood Greenway	Design and implement bicycle facilities.	Constrained	11-20_YRS	Portland	\$562,000	0.25
1160	<Null>	Jenne/174th Multimodal Improvements	Widen roadway to three lanes and provide bicycle facilities and sidewalks.	Study	6-10_YRS	Portland	\$7,155,300	1
1177	<Null>	Main Street	Construct to standard collector cross section	<Null>	20 year	Gresham	\$2,350,226	1
1179	<Null>	181st Avenue	Construct to standard arterial cross section with boulevard design where applicable	Constrained	20 year	Gresham	\$11,440,061	1
1193	<Null>	Yamhill Street	Construct to minor collector cross section	<Null>	50 year	Gresham	\$2,600,000	1
1194	<Null>	190th Avenue	Construct to standard collector cross section	<Null>	50 year	Gresham	\$910,000	0.25
1195	10859	Pleasant View Drive	Construct to minor arterial cross section	<Null>	20 year	Gresham	\$4,000,000	1
1205	<Null>	Burnside Street	Complete to standard arterial standard and improve remaining segments to boulevard standards where *	Constrained	50 year	Gresham	\$7,950,000	1
1209	<Null>	202nd Avenue (Birdsdale)	Construct to minor arterial cross section	Unconstrained	50 year	Gresham	\$18,202,734	0.25
1211	<Null>	Glisan Street	Construct to standard arterial cross section. The northern half of this street section is within Mu*	<Null>	20 year	Gresham	\$6,798,560	1
1213	<Null>	Wallula Avenue	Construct to standard collector cross section	Constrained	50 year	Gresham	\$8,347,988	0.25
1215	<Null>	NW Norman Avenue	Construct to major collector cross section consistent with Civic Neighborhood Plan design	<Null>	20 year	Gresham	\$2,500,000	0.25
1216	<Null>	16th Street	Construct to major collector cross section with Civic Neighborhood Plan design	<Null>	20 year	Gresham	\$2,500,000	0.25
1217	<Null>	7th Street	Construct to standard collector cross section	<Null>	50 year	Gresham	\$1,553,194	1
1219	10436	Multi-Use Path	Construct new multi-use path from Ruby Junction Station to Hogan Drive	Constrained	20 year	Gresham	\$3,800,000	0.25
1221	<Null>	Walters Drive	Construct to standard collector cross section	<Null>	50 year	Gresham	\$2,519,478	1
1223	<Null>	Main Avenue	Ped to MAX project, improve pedestrian access to light rail transit	<Null>	20 year	Gresham	\$2,500,000	0.25
1224	<Null>	Burnside Road	Construct to standard arterial cross section with boulevard design where applicable	Constrained	20 year	Gresham	\$5,850,000	0.25
1225	<Null>	Beech Avenue	Complete street	<Null>	20 year	Gresham	\$353,400	0.25
1227	<Null>	Division Street	Construct to standard arterial cross section and to boulevard cross section, where applicable	Unconstrained	20 year	Gresham	\$1,990,179	0.25
1228	<Null>	Cleveland Avenue	Construct to minor arterial cross section	Unconstrained	20 year	Gresham	\$13,838,103	0.25
1229	<Null>	Cleveland Avenue	Construct to standard collector cross section	Constrained	20 year	Gresham	\$3,980,000	0.25
1232	<Null>	Hogan Road - Phase 3	Construct to major arterial cross section	Constrained	20 year	Gresham	\$17,191,272	0.5
1233	<Null>	Hogan Road - Phase 2	Widen to major arterial cross section, construct sidewalks and planter strips	Constrained	20 year	Gresham	\$11,595,863	0.25
1234	<Null>	Hogan Road Corridor	Construct to major arterial cross section	Constrained	Corridor with p	Gresham	\$69,302,529	0.25
1246	<Null>	1st Street	Construct to standard collector cross section	<Null>	20 year	Gresham	\$1,160,000	1
1247	10429	Powell Valley Road	Construct to standard arterial cross section	Constrained	50 year	Gresham	\$5,294,917	1
1255	10422	Division Street	Construct to minor arterial cross section	Unconstrained	50 year	Gresham	\$3,945,711	1

PD ID	Project Name	Description	Budget Status	Source Agency	Est. Cost	Dist. To PD Routes (in miles)
P13	Interstate-Larrabee Ramp Removal	Remove the existing N Interstate to Larrabee southbound flyover ramp (Bridge #153) and construct mu*	Constrained	Portland	\$1,000,000	1
P14	Burnside Bridge Ped/Bike Access Improvements	Improve bicycle and pedestrian access from the Burnside Bridge to Waterfront Park and Eastbank Espl*	Candidate	Portland	\$2,140,000	0.5
P15	Inner Eastside Pedestrian/Bicycle Bridge	Construct a pedestrian/bicycle bridge across Interstate 84 connecting the Lloyd District to the Cen*	Constrained	Portland	\$8,300,000	1
P16	Powell at SE Milwaukie	Crosswalk		ODOT	<Null>	0.25
P18	Powell at SE 21st	Signal replacement	Planned	ODOT	<Null>	0.25
P19	Powell at SE 24th Ave	Rapid Flash Beacon	Proposed	ODOT	<Null>	0.25
P20	Powell at SE 26th	Signal replacement	Planned	ODOT	<Null>	0.25
P22	Powell at SE 28th	Signal replacement	Proposed	ODOT	<Null>	0.25
P23	Powell at SE 29th	Crosswalk	Proposed	ODOT	<Null>	0.25
P24	Powell at SE 31st Ave	Rapid Flash Beacon	Proposed	ODOT	<Null>	0.25
P25	Powell at SE 33rd	Signal replacement	Proposed	ODOT	<Null>	0.25
P26	Powell Blvd at 34th Ave	Rapid Flash Beacon	Proposed	ODOT	<Null>	0.25
P27	Powell Blvd at 39th Ave	Signal modification	Proposed	ODOT	<Null>	0.25
P28	Powell Blvdth at SE 47th/48th Ave	Enhanced ped crossing	Proposed	ODOT	<Null>	0.25
P29	Powell Blvdth at SE 50th	Signal modification	Proposed	ODOT	<Null>	0.25
P30	Powell Blvd at SE 57th Avenue	Rapid Flash Beacon	Proposed	ODOT	<Null>	0.25
P31	Powell Blvdth and SE 61st	Enhanced ped crossing	Proposed	ODOT	<Null>	0.25
P32	Powell at SE 75th	Enhanced ped crossing	Proposed	ODOT	<Null>	0.25
P33	Powell Blvdth at SE 79th	Install enhanced pedestrian crossing that includes modifications to existing median as appropriate		ODOT	<Null>	0.25
P34	Powell Blvd at SE 82nd Avenue	Signal modification	Proposed	ODOT	<Null>	0.25
P35	SE Division Street at 109th/110th Ave	Install enhance pedestrian crossing		ODOT	<Null>	0.25
P36	SE Division Street at 112th Ave	Extend bulbouts by 90 feet, shelters, lighting, leading pedestrian interval phase		ODOT	<Null>	0.25
P38	Powell Blvd at SE 122 Ave	Install larger bus shelters; Obtain right of way to relocate shelters outside of the sidewalk path; Install leading pedestrian interval phase with animated eyes at all legs, contingent on obtaining the necessary approvals		ODOT	<Null>	0.5

PD ID	Project Name	Description	Budget Status	Source Agency	Est. Cost	Dist. To PD Routes (in miles)
P39	Powell Blvd at SE 134th	Construct sidewalk infill and improvements on the north side of Powell Blvd; construct sidewalk infill projects on the south side of Powell Blvd west of 136th Avenue		ODOT	<Null>	0.5
P40	Powell Blvd at SE 136th Ave	Install larger bus shelters; Install leading pedestrian interval phase with animated eyes at all legs, contingent on obtaining all the necessary approvals		ODOT	<Null>	0.5
P41	Powell Blvd and SE 136th Ave			ODOT	<Null>	0.5
P42	SE Division Street at 142nd/143rd Street	enhanced pedestrian crossing and retrofit existing median island as appropriate		ODOT	<Null>	0.25
P43	Powell Blvd at SE 145th	Install midblock enhanced pedestrian crossings		ODOT	<Null>	0.5
P44	SE Division Street at SE at 148th Ave	Install enhanced pedestrian crossings and rebuild southeast corner to shorten pedestrian crossings with curb extensions to include bus stops		ODOT	<Null>	0.25
P45	Powell Blvd and SE 151st Ave	Install midblock enhanced pedestrian crossings		ODOT	<Null>	0.5
P46	SE Division Street at SE at 162nd Ave	Rebuild southeast and northeast corners to shorten pedestrian crossings with curb extensions to include bus stop		ODOT	<Null>	0.25
P47	SE Division at 175th Ave	Consolidate bus stops, improve ADA ramps, and align bus stop with Gresham Improved Crossing		ODOT	<Null>	0.25
P48	SE Division Street at 185th Avenue	Install mid-blocks enhanced pedestrian crossing		ODOT	<Null>	0.25
P49	SE Division at 190th Ave	Construct bus stop improvement; Improve ADA ramps		ODOT	<Null>	0.25
P51	SE Division Street at the Gresham/Fairview Trail *	bus stop improvements		ODOT	<Null>	0.25
P53	SE Division at Angeline	midblock enhance pedestrian crossings with illumination		ODOT	<Null>	0.25
P54	SE Division at Cochran	midblock enhance pedestrian crossings with illumination		ODOT	<Null>	0.5