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Active Transportation: 10-Year Investment Scenarios for Connected Centers and Corridors

Economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, affordable and healthy travel options. Over the past several decades, greater Portland has invested in making it easier, cheaper and safer for people to walk, roll and bike to work, school, transit and daily activities. These investments have paid off many times over. People in our region are healthier, spend less on transportation (freeing up money to be spent locally) and spend less time sitting in traffic. Our air and water is cleaner, our roads are less congested, our children are more independent and our economy is stronger.

Demand for more travel choices is at an all time high. Parents want safety improvements so their children can safely walk and bike to school. Employers want better connections to transit so their employees can easily access jobs. Businesses want the economic benefits that come with customers who walk and bike. Hotels and tourism-oriented business want the visitors who are attracted to our region's sustainability.

Our region needs more investment in active transportation to meet this growing demand and reap the social, economic and environmental benefits. Local, regional and state leaders have identified priority regional active transportation projects that will strategically position the region to achieve ambitious safety and greenhouse gas reduction goals, safeguarding our environment and expanding travel options. Investments in critical connections, including regional trails, regional arterials, and pedestrian and bicycle bridges; projects that create Safe Routes to Schools, including protected crossings of busy arterials, wide sidewalks, and protected bikeways; and first-last mile connections that link people to transit, jobs and opportunity are all part of greater Portland's connected centers and corridors strategy to achieve regional goals and outcomes.

These priority projects complete critical gaps in the regional transportation system, thereby improving access to schools for thousands of students, increasing safety on high injury corridors, improving access to transit and jobs for people with low incomes, and providing competitive travel options in the region's most congested corridors.

Regional Benefits of Active Transportation

Investing in active transportation provides a high return on investment. It attracts a talented workforce and generates jobs. It maintains mobility in congested areas. It improves access to jobs, schools and opportunity. It supports the local economy and reduces costs to the region. Investing in critical connections, access to jobs and transit and safe routes to school is a sound investment plan for the region and the future.

Critical Connections

Critical Connections provide bikeways, trails and bridges connecting centers and filling critical gaps. These projects provide seamless bikeways in the region’s most congested areas, making bicycling competitive to driving with shorter commutes and more reliable travel times. They support statewide tourism goals and provide residents with increased access to centers, employment areas, parks and natural recreation areas.

Safe Routes to School

Safe Routes to School projects improve access within a quarter-mile of schools for thousands of students, focusing on Title 1 schools and those with more bicycle and pedestrian crashes. Safety is a top priority on the region’s busiest arterials, many of which are high injury corridors. Investing in safe routes to school helps ease congestion as up to 14% of morning traffic is due to school trips. Starting early, children learn to use the transportation system safely and continue to walk and bike as adults.

Access to Jobs and Transit

Completing first and last mile connections to transit makes all the difference for access to jobs and opportunity, especially for people with lower incomes and in historically marginalized communities. Access to transit projects connect people to major job centers. They address safety on high injury corridors, making it easier and safer to cross busy arterials and walk and bike to transit. And, they increase connectivity to and access within centers.



10-Year Investment Scenarios

At current levels of federal, state and regional funding it could take the region over 200 years to fill sidewalk, trail and bikeway gaps on the regional transportation system. To begin to address this deficit, regional partners have proposed two investment scenarios. The investment scenarios represent potential levels of investment and the types of projects that could be developed within a ten year time frame to achieve regional outcomes. Scenario I represents a funding scenario of \$30 million annually, totaling \$300 million over ten years. Scenario II represents \$60 million a year, totaling \$600 million.

Status Quo - \$100 million
Current annual level of federal,
state and regional funding
\$10 million annually

Scenario I - \$300 million
\$20 million additional annual
increase in investment
\$30 million annually
Assumes \$100 million regional,
\$100 million state and \$100
million federal

Scenario II - \$600 million
\$50 million additional annual
increase in investment
\$60 million annually
Assumes \$400 million regional,
\$100 million state and \$100
million federal

City of Portland - \$117M (Scenario I)/ \$234M (Scenario II)

Bicycling in Portland has nearly quadrupled over the last decade. It is the region's fastest growing mode and a key reason why traffic is still moving on the busiest arterials. Portland has identified a set of active transportation investments that create complete and connected centers corridors. These strategic investments will help Portland and the region achieve ambitious mode share and safety targets.

Critical Connections

01 42nd/47th Ave Bridge - \$10.0m
Replacement Bridge Over NE Portland HWY
Provides Multi-Modal Connections.

02 NE Broadway AT Corridor- \$9.0m
Access to Businesses and Jobs with Protected
Bikeway, Pedestrian Crossings.

03 82nd Ave - \$3.0m
Multi-Modal Safety Investments to Increase
Connectivity and Transit Access on a High
Injury Corridor and State Highway.

04 Beaverton-Hillsdale Hwy - \$3.0m
Sidewalk Infill, Bike Facilities, and Crossings
to Improve Safety and Access to Transit.

05 SE Foster Corridor - \$2.0m
Phase 2 Pedestrian Walkways and Protected
Bikeways Link Jobs and Schools.

06 Hillsdale Town Center - BH Hwy- \$3.1m
Streetscape Enhancements Providing
Sidewalk Infill and Safe Pedestrian Crossings
to Transit and the Town Center.

07 Outer Alberta Greenway - \$2.0m
Neighborhood Greenway Provides a
Connection to the I-205 Trail.

08 Outer Powell Blvd - \$15.0m
Segment 2 Roadway Reconfiguration,
Protected Bike Facilities, and Pedestrian
Safety Improvements on State Highway.

09 Outer Stark Safety & Access - \$3.0m
Pedestrian Crossings, Bicycle Facilities, and
Transit Priority Treatments to Address Safety
Concerns and Remove Barriers to Transit.

10 Willamette Blvd Bikeway - \$5.5m
Connects North Portland Neighborhoods to
Downtown and High Capacity Transit.

11 Terwilliger Bikeway - \$1.0m
Fill Critical Bikeway Gaps in the Active
Transportation Network.

12 North Lombard St - \$2.0m*
"Main St." Streetscape Enhancements and
University Park Neighborhood Greenway.

13 Lombard I-5 Crossing - \$3.0m*
Safety Improvements for Pedestrian and
Bicycle Bridge Crossing I-5 along a Regional
Corridor.

14 Gideon St Bike/Ped Bridge- \$10.0m*
Bicycle & Pedestrian Bridge Crossing MAX
Orange Line Tracks Improving Access to
Transit and Trails.

15 North Portland Greenway - \$7.5m*
Segments 1 & 2 Multi-Use Trail Connection to
Jobs, Transit Services and Natural Recreation
Areas.

16 I-84 Multi-Use Path Extension - \$5.0m*
Provides a Connection to Gateway Green and
the I-205 Multi-Use Path.

17 Outer Powell Blvd - \$15.0m*
Segment 3 Roadway Reconfiguration,
Protected Bike Facilities and Pedestrian
Safety Improvements on State Highway.

Access to Jobs and Transit

18 Flanders Neighborhood Greenway- \$2.0m
Regional Bikeway and Crossings Connecting
NW Portland to the Willamette River.

19 Cornfoot Rd Multi-Use Path - \$3.7m
Trail Connection Providing Access to
Industrial Jobs and Natural Areas.

20 Halsey / Weidler Safety & Access - \$5.0m
Addresses Safety Concerns Along a High
Injury Corridors and Increases Access to
Transit.

21 Division-Midway Town Center - \$10.0m
Phase 1 of Multi-Modal Improvements within
Division-Midway Town Center. and
Surrounding Neighborhoods.

22 Inner Hawthorne Blvd - \$2.0m
Protected Bikeways, Pedestrian Refuge for
Safe Crossings, and Increased Transit
Efficiency.

23 Naito Parkway - \$3.7m
Traffic Separated Bikeway and Walkways
Along Tom McCall Waterfront Park.

24 Stark / Washington St- \$4.0m
Protected Bikeways Safe Crossings, Increase
Access in a Regional Center.

25 Lents Connected Centers - \$10.0m
Priority Investments Connect Lents to and
Surrounding Neighborhoods (Phase 1).

26 Portland Central City - \$10.0m
Multi-Modal Safety and Access Investments
in the Central City (Phase 2).

27 TriMet Bike & Ride - \$2.0m
Bicycle Parking at Gateway & Goose Hollow
Station Areas.

28 TriMet Bike & Ride - \$3.0m*
Bicycle Parking at Hollywood, Rose Quarter,
and Barbur Blvd Station Area.

29 60th Ave Station Area- \$4.0m*
Multi-Modal Safety and Access Improvements.

30 82nd Ave Station Area- \$3.0m*
Multi-Modal Safety and Access Improvements.

31 Lents Connected Centers (2) - \$10.0m*
Priority Investments Connect Lents and
Neighborhoods.

32 Portland Central City - \$10.0m*
Various Multi-Modal Safety Projects and
Investments in the Central City (Phase 3).

33 Airport Way Safety & Access - \$3.0m*
Multi-Modal Safety Improvements Address
Last-Mile Connections to Jobs and Transit.

34 Alderwood Bikeway - \$2.5m*
Phase 2 Multi-Use Path Providing Increased
Connectivity to Industrial and Natural Areas.

35 Capitol Hwy & SW Vermont - \$2.0m*
Intersection Safety and Connectivity
Improvements - Phase 1 & 2.

36 Cully Blvd Corridor - \$5.0m*
Sidewalk Infill, Enhanced Bikeway and Safe
Pedestrian Crossings.

37 St Johns Connected Centers - \$5.0m*
Priority Bicycle and Pedestrian Network
Connecting Town Center to Neighborhoods.

38 West Portland Connected Centers - \$5.0m*
Priority Bicycle and Pedestrian Network
Connecting Town Center to Neighborhoods.

39 NW District Connected Centers - \$5.0m*
Priority Bicycle and Pedestrian Network
Connecting Town Center to Neighborhoods.

40 Killingsworth / Interstate - \$10.0m*
Priority Bicycle and Pedestrian Network
Connecting Town Center to Neighborhoods.

41 Division-Midway Connected - \$10m*
Priority Bicycle and Pedestrian Network
Connecting Town Center to Neighborhoods.

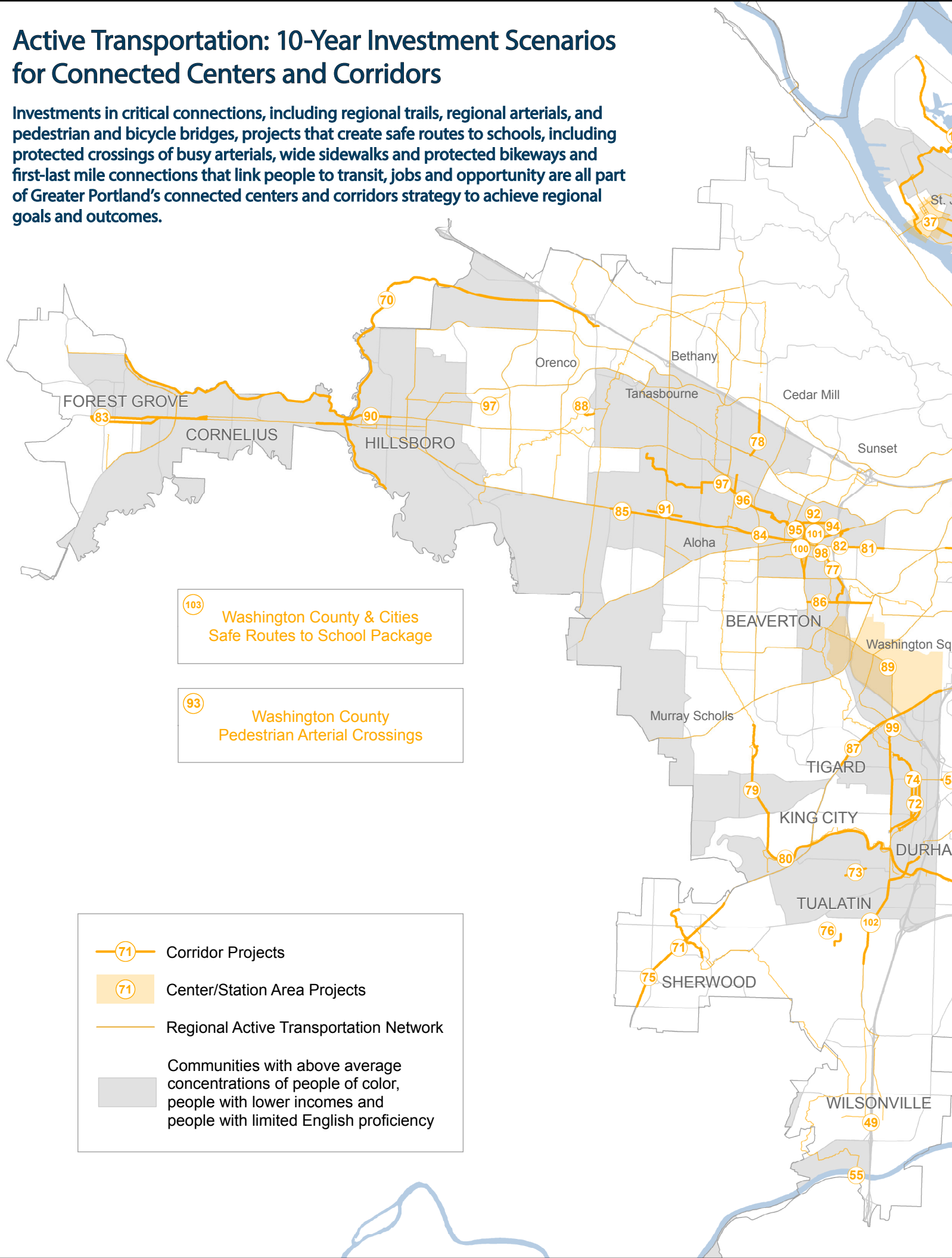
Safe Routes to School

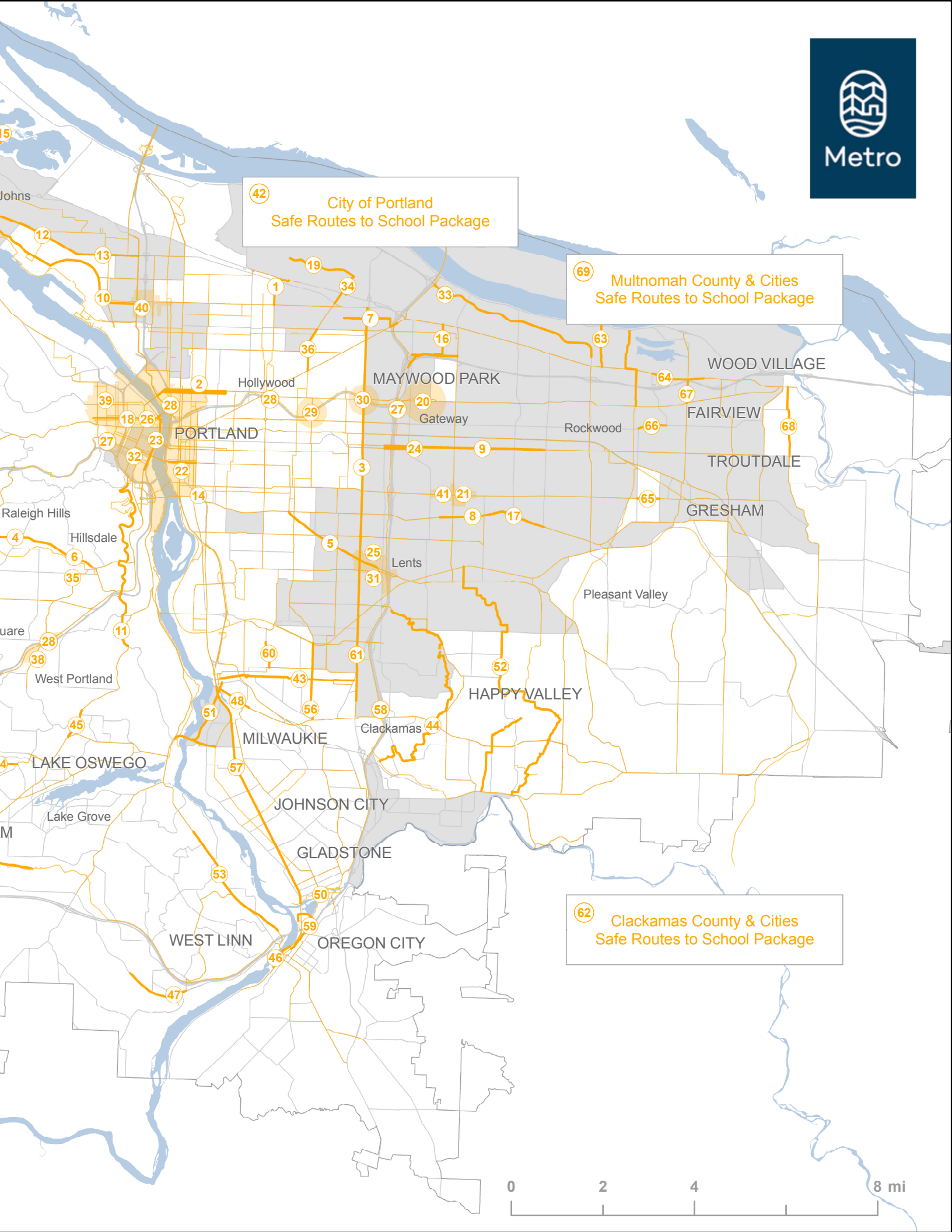
42 Portland SRTS - \$10.0m
Projects Supporting Safe Routes to School
Including Complete Sidewalks and Safe
Crossings.

* Priorities in Scenario II - \$600 million

Active Transportation: 10-Year Investment Scenarios for Connected Centers and Corridors

Investments in critical connections, including regional trails, regional arterials, and pedestrian and bicycle bridges, projects that create safe routes to schools, including protected crossings of busy arterials, wide sidewalks and protected bikeways and first-last mile connections that link people to transit, jobs and opportunity are all part of Greater Portland's connected centers and corridors strategy to achieve regional goals and outcomes.





42 City of Portland
Safe Routes to School Package

69 Multnomah County & Cities
Safe Routes to School Package

62 Clackamas County & Cities
Safe Routes to School Package



Clackamas County & Cities - \$51M (Scenario I)/ \$102M (Scenario II)

Clackamas County and its cities have identified a set of active transportation projects that capitalize on recent investments in transit, dramatically increase safe access to schools, connect people to job centers and educational opportunities, and improve arterials to provide travel options in highly traveled corridors.

Critical Connections

43 Monroe Street Corridor- \$7.8m
Neighborhood Greenway Provides a Safe Multi-Modal Connection Between Milwaukie and Clackamas Town Center.

44 Mt. Scott/Scouters Mtn. Loop - \$6.4m
Phase 1 of an East/West Multi-Use Path Connecting the Springwater Corridor to the Clackamas River Through Happy Valley.

45 Boones Ferry Road - \$9.9m
Sidewalk Infill and Bikeways Provide a Critical Connection Between Lake Oswego and Portland.

46 Willamette Falls Shared Use Path - \$5.0m
Shared Use Path Along the South Side of the Willamette River in Oregon City.

47 Willamette Falls Drive - \$5.3m
Complete Active Transportation Corridor Along the North Side of the Willamette River in West Linn.

48 Lake Road - \$3.4m
Bikeway Provides Improved Access to Downtown Milwaukie.

49 Barber St. Bike/Ped Bridge - \$7.0m
Removes Major Barrier Providing Safe Bicycle and Pedestrian Access Over I-5 Connecting Wilsonville Town Center to West Neighborhoods and Local and WES Transit.

50 Trolley Trail Bike/Ped Bridge - \$7.5m
Connection over the Clackamas River Extending the Trolley Trail, Connecting Gladstone and Oregon City.

51 Lake Oswego/Milwaukie Bridge - \$10.1m*
Bicycle and Pedestrian Bridge Over the Willamette Connecting Two Regional Centers, Improves Access to Downtown Milwaukie via the Trolley Trail.

52 Mt. Scott/Scouters Mtn. Loop - \$7.6m*
Phase 2 of an East/West Multi-Use Path Connecting the Springwater Corridor to the Clackamas River Through Happy Valley.

53 Hwy 43 Multi-Modal Corridor - \$20.0m*
Complete Multi-Modal Active Travel Corridor on a State Highway Connects West Linn to Lake Oswego.

54 Bonita Road - \$5.1m*
Completes Regional Bikeway in Lake Oswego.

55 French Prairie Bike/Ped Bridge - \$15.0m*
Bicycle, Pedestrian, and Emergency Access Bridge Over the Willamette River Connecting Regional Trails, Recreation Areas, and Wilsonville Businesses.

56 Linwood Ave - \$4.8m*
Completes Bicycle and Pedestrian

Access to Jobs and Transit

57 McLoughlin Access to Transit - \$7.9m
Sidewalk Upgrades, Buffered Bike Lanes, Median Enhancements, Safe Crossings and Pedestrian Refuges in the McLoughlin Area.

58 TriMet Bike & Ride- \$1.0m*
Bike & Ride at Clackamas Town Center MAX Station.

59 Main Street Access to Transit- \$4.5m*
Completes Bikeways and Walkways Through Downtown Oregon City Connecting to Transit and Businesses.

60 43rd Ave Bikeway- \$1.1m*
Fills Critical Bikeway Gap in System Providing Safe Access to Transit.

61 82nd Ave - \$2.0m*
Multi-Modal Safety Investments on State Highway Connecting Portland and Clackamas County.

Safe Routes to School

62 Clackamas Co & Cities SRTS - \$7.0m
Fills Critical Sidewalk and Bikeway Gaps and Pedestrian Crossings for Safe Access to Schools in Clackamas County.

Multnomah County & Cities - \$30M (Scenario I)/ \$60M (Scenario II)

Multnomah County and its cities have identified critical connections on regional trails and arterials that close gaps, addressing safety and access to jobs, transit and schools. Major investments in safe routes to school will make it easier and safer for children to walk and bike to school.

Critical Connections

63 Gresham Fairview Trail - \$5.7m
Completes Final Critical Segments of the Gresham Fairview Multi-Use Trail Improving Access to Employment, Schools and Nature.

64 Sandy Blvd AT Corridor- \$6.0m
Bikeways and Pedestrian Walkways Improve Access to Jobs, Transit and Businesses Connecting Fairview and Wood Village.

65 Division St AT Corridor - \$7.0m
Boulevard Design Including Wider Sidewalks, Safe Crossings and Transit Access.

66 Glisan St Multi-Modal Corridor- \$11.5m*
Critical Connection Between Gresham Fairview Trail and Salish Ponds Natural Area.

Access to Jobs and Transit

67 223rd Ave Bike/Ped Corridor - \$12.0m
Phase 1 - Reconfigure Major Arterial, Improve Access to Businesses in Downtown Fairview with Bikeways and Pedestrian Walkways.

67 223rd Ave Bike/Ped Corridor - \$18.4m*
Phase 2 - Improve Access to Businesses in Downtown Fairview and Address a Dangerous Pinch-point

68 Troutdale Road AT Corridor- \$3.1m*
Separated Bikeway and Enhanced Pedestrian Corridor to Troutdale and Schools.

Safe Routes to School

69 Multnomah Co S& Cities SRTS - \$13.0m
Completes Critical Sidewalk and Bikeway Gaps, Provides Pedestrian Crossings for Safe Access to Schools in Multnomah County.

* Priorities in Scenario II - \$600 million

Washington County & Cities - \$99M (Scenario I)/ \$198M (Scenario II)

Washington County and its cities have strategically combined regional trails, sidewalks and bikeways on regional arterials to complete major north-south and east-west travel corridors drastically increasing safe and convenient access to transit, jobs, education and opportunity. Investments in centers and station area create dense walkable and bikeable areas.

Critical Connections

70 Crescent Park Greenway Trail - \$3.0m
Multi-Use Path Surrounding the City of Hillsboro Providing Access to Employment and Recreation Areas.

71 Cedar Creek Trail - \$6.0m
Multi-Use Trail Increasing Connectivity Within Sherwood Through Natural Areas.

72 Fanno Creek Trail - \$6.3m
Completing the Final Gap Connecting Beaverton and Tigard to the Tualatin River.

73 Herman Road - \$5.3m
Sidewalks and Bikeways Complete Gaps to Jobs and Industrial Areas.

74 Crescent Connection - \$3.6m
Sidewalks and Bikeways Complete Gaps to Jobs and Industrial Areas.

75 Highway 99 (Sherwood) - \$2.5m
Sidewalks and Pedestrian Network Upgrades to Complete Gaps and Address Safety Concerns in Sherwood.

76 Garden Corner Curves - \$3.5m
Sidewalk Infill, Bicycle Facilities, Improved Wayfinding and Lighting.

77 Beaverton Creek Trail - \$4.6m
Multi-Use Trail Connecting Frequent Transit Services and Existing Trail Investments.

78 Westside Trail & Bridge - \$13.0m
Multi-Use Bicycle and Pedestrian Bridge Over Highway 26 Overcoming a Major Barrier.

79 Westside Trail Extension - \$14.3m*
Phases 1-3 of the Westside Trail Extension Providing an Multi-Use Path Connecting Beaverton to Tigard.

80 Tualatin River Greenway - \$1.0m*
Shared Use Path Completing a Gap in the Active Transportation Network.

81 Beaverton Hillsdale Highway - \$2.0m*
Bikeway Connecting to Downtown Beaverton, Jobs and Transit.

82 Canyon Road & 110th Ave - \$2.5m*
Addition of Bicycle Lanes Providing a Connection to Downtown Beaverton.

83 TV Highway Street Retrofit - \$9.6m*
Street Retrofit to Boulevard Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Amenities in Forest Grove.

84 TV Highway Access- \$13.0m*
Street Retrofit to Boulevard Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Amenities in Forest Grove.

85 TV Highway Multi-Use Plan - \$1.0m*
Street Retrofit to Boulevard Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Amenities in Forest Grove.

86 Denney Road Bikeway - \$6.3m*
Bicycle Lanes, Sidewalks and Roadway Reconfiguration on a Major Arterial.

87 Highway 99 (Tigard/King City)- \$5.0m*
Sidewalk Infill and Bicycle Lanes to Complete Gaps in the Active Transportation Network.

88 Rock Creek Greenway Trail - \$15.0m*
Off-Street Multi-Use Trail Connecting Employment Areas and Outdoor Recreation.

Access to Jobs and Transit

89 Metzger / Washington Square - \$4.0m
Sidewalk Infill, Pedestrian Crossings, Bicycle Facilities to Increase Access to SW Corridor Transit Improvements.

90 Council Creek Regional Trail - \$24.0m
East/West Segment of a Regional Trail System Connecting Forest Grove and Cornelius to Downtown Hillsboro Jobs and MAX Stations.

91 Alexander Street- \$9.3m
Streetscape Enhancements Including Sidewalk Infill, Bicycle Facilities, Lighting, and Transit Amenities.

92 Center Street & 113th Ave - \$5.8m
Bikeway and Sidewalk Infill to Improve Access to Downtown Beaverton Jobs and Transit Services.

93 Wash Co Arterial Crossings - \$4.0m
Enhanced At-Grade Pedestrian Crossings of Major Arterials Addressing

94 Watson Ave Bikeway - \$4.5m
Bicycle Facilities Providing a Connection to Downtown Beaverton.

95 Hall Blvd & Watson Ave - \$2.4m
Pedestrian Streetscape Enhancements Including Lighting and Public Space.

96 TriMet Bike & Ride - \$1.0m
Bicycle Parking at Beaverton Creek MAX Station.

97 TriMet Bike & Ride - \$2.0m*
Bicycle Parking at Merlo Road and Fair Complex MAX Stations.

98 Hall Blvd Bikeway - \$2.4m*
Addition of Bikeway Providing a Vital North-South Connection Through Downtown Beaverton.

99 Hall Blvd Complete Streets - \$20.0m*
Safe Crossings, Sidewalk Infill, Bicycle Facilities and Lane Reconfiguration.

100 Downtown Beaverton Access - \$15m*
Pedestrian Safety and Connectivity Investments to Improve Access to Light Rail and MAX Station Areas.

101 Downtown Connectivity- \$2.0m*
Pedestrian Connectivity Improvements on Milikan Way in Downtown Beaverton.

102 Boones Ferry Road Gaps - \$1.0m*
Sidewalk Infill to Close Gaps in the Pedestrian Network and Improve Access to Bridgeport Village Jobs and Transit.

Safe Routes to School

103 Washington Co. SRTS Package - \$10.0m
Fills Critical Sidewalk and Bikeway Gaps, Provides Pedestrian Crossings for Safe Access to Schools in Washington County.

* Priorities in Scenario II - \$600 million

Return on Investment - At a Glance

The two investment scenarios have the potential to increase safe routes to school, access to transit, jobs and opportunity and connections to parks and natural areas, and, they have the potential to reduce traffic deaths and severe injury crashes on the region's high injury corridors. Projects in the investment scenarios often provide multiple benefits.



Safe Routes to School

Safe bicycle and pedestrian access is improved for 40% of public schools in the region. Over 76% of all projects in both scenarios make it safer to walk or bike to school.



92%
of parks and natural areas

Increased Safety

Nearly 60% of all projects in both scenarios intersect a high injury corridor, addressing traffic safety issues for people walking and bicycling.

60%
of projects



Access to Parks and Nature

Over 92% of projects in both scenarios increase access to a park or natural area.

67%
of jobs



Access to Jobs and Opportunity

Access to 67% of jobs in the region is increased by projects in the two scenarios.

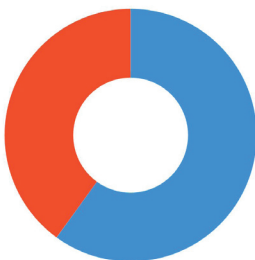


42%
of frequent transit stations

Access to Transit

Pedestrian and bicycle access is improved to 42% of all frequent transit stops. Nearly 65% of projects in the two scenarios increase access to transit.

60%
of projects



Addressing Equity

More than 60% of the projects in the two scenarios are located in areas with higher concentrations of people of color, people with low incomes and people with low English proficiency.