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August 15, 2011
FOR IMMEDIATE RELEASE

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Adams nominates freight access, East Portland sidewalks and safety, and bike share projects for regional federal funding

Metro targets transportation projects that improve freight movement and encourage use of active transportation – walking, bicycling and access to transit

PORTLAND, Ore. – As part of the Metro Council's allocation process for [Regional Flexible Federal funding](#), this week Portland Mayor Sam Adams will recommend that City Council forward four transportation projects to Metro to receive federal grant funds.

Regional flexible funds are federal transportation funds allocated every two years to the Portland region. Earlier this year, Metro set region-wide funding targets for transportation projects that move freight and encourage active transportation – walking, bicycling and access to transit.

“The two East Portland projects provide critical safety and infrastructure improvements for neighborhoods that desperately need them,” Mayor Adams said. “The Burgard Road improvement will make freight movement safer and more efficient. And directing a portion of our federal active transportation funding toward developing a bike sharing program will help launch a public/private partnership that will improve Portland's bicycle and transit connections throughout the city for years to come.”

The City of Portland has been allocated \$2.4 million for freight projects and \$6.6 million for active transportation projects. More than 50 percent of the City's nominated projects are sidewalk and safety projects located in East Portland; another 26 percent goes to a multimodal freight project North Portland's industrial area; and, 22 percent toward developing a rental bike sharing program that will include private financing.

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In allocating the federal grant money, Metro set out specific criteria for the two project categories. The criteria for Green Economy/Freight Initiatives support the development of the region's economy through investments in key freight projects or programs. Active Transportation/Complete Street projects prioritize infrastructure that creates a safe environment for all users and encourages walking, bicycling and access to transit.

In setting out these criteria, Metro's [Joint Policy Advisory Committee on Transportation](#) made it clear that they want to see larger-scale projects that significantly advance freight and active transportation in a particular area or areas. Portland's Bureau of Transportation has worked with Mayor Sam Adams to develop a set of four projects that respond to the Metro objectives for the federal grant funds:

East Portland Active Transportation to Transit

Total project cost: \$4.4 million (\$3.2 million in federal funds + \$1.2 million in City matching funds)

This project will add sidewalks, safe crossings and bicycle facilities with a focus on access to transit in the area south of I-84, north of SE Foster Road and east of I-205.

The project will eliminate gaps in the sidewalk network on SE Division Street from I-205 to SE 145th Avenue. In addition, it will fund more than 15 enhanced pedestrian and bicycle crossings focused on SE Division and SE 122nd Avenue, improve east-west bicycle connections to the Gateway, Division and Holgate light rail stations on the MAX Green Line and create safer north-south access for bicycles in the SE 128th to SE 134th corridors.

Foster Road Safety Improvements

Total project cost: \$3.45 million (\$1.25 million in federal funds + \$2.2 million in City PDC matching funds)

This project will make pedestrian and bicycle crossings safer and increase access to transit in the heart of the Foster business district.

In December 2010, Portland City Council adopted its federal agenda, which designated this project as one of two transportation project priorities for federal appropriations. Recognizing its importance to redevelopment as well as safety, the Portland Development Commission has committed Urban Renewal Funds to the project.

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Bike Sharing Program

Total project cost: \$4 million (\$2 million federal funds + \$2 million in private funds)

This project is phase one of a public-private partnership to launch a large-scale bike sharing program. This phase will consist of 740 bicycles and 74 bike sharing stations located in strategic locations around the city. Project planners researched and learned from more than 230 successful bike share programs across the world and North America. Based on successful programs in Denver, Minneapolis and Washington, DC, it is estimated the program will support 500,000 new bicycle trips in the first year of operation.

“The potential utility of bike sharing is citywide. For example, in North Portland, the MAX stop at Killingsworth is a hike to the PCC Cascade campus – a 15-minute walk – but on bike it’s only three minutes. In Southwest, the travel time between the Hillsdale and Multnomah town centers shrinks when you’re on a bike and would encourage shoppers and businesspeople to make their trips by bike. The Gateway District has potential, too, for bike sharing that helps get Portlanders from light rail to their final destination,” Mayor Adams said.

Bike share systems serve as a “last mile” connection to transit, linking stations and stops with popular destinations for local residents and visitors. In addition to increasing the reach of transit systems, program goals are to increase bicycle access, reach new cyclists, increase bicycle use among occasional riders and better connect high-use destinations with other popular sites.

The initial area of the project will mirror the Central City Streetcar loop and include satellite stations in other locations that show strong ridership potential, such as the MAX Yellow Line at Killingsworth with a connection to Portland Community College. The bike sharing program would be a public/private enterprise, with major private sector funding for startup capital and operations costs.

N Time Oil Road and N Burgard Road Intersection Improvement

Total project cost: \$2.6 million (\$2.36 million in federal funds + \$270,000 in City funds)

This is a much-needed safety project to correct an uncontrolled intersection at a blind corner that is heavily used by trucks accessing the Rivergate Industrial District. Improvements include widening N Burgard Road and creating left-turn lanes from each direction onto N Time Oil Road. The project supports the St. Johns Truck Strategy and is identified as a Tier 1 project in the City’s Freight Master Plan.

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One freight project and two active transportation projects considered for limited federal grant funding did not advance.

Barbur Streetscape Plan Phase 1

The Barbur Streetscape Plan Phase 1 (SW 19th Ave and SW 26th Ave) is not being advanced for Regional Flexible Funds because at this time the future of SW Barbur Boulevard itself is uncertain. Led by Metro, the Portland region is beginning the Southwest Corridor Plan which will identify options for High Capacity Transit (possibly including Light Rail) in the I-5, Barbur and Highway 99 corridor. The Oregon Department of Transportation, which manages Barbur, is also looking at the long-term needs of trucks, automobiles, buses, bicycles and pedestrians. This information will be used to inform the plan. To ensure that these improvements would be permanent, the Bureau of Transportation is waiting for completion of the initial phase of planning.

The Mayor has asked that PBOT work with ODOT to identify elements of the Barbur Streetscape Plan that can be implemented and be compatible with the future Southwest Corridor Plan. “Once these elements are identified, I have directed PDOT to prepare design plans and seek other funding opportunities to construct the improvements in this seven-block section of Barbur Boulevard”, Mayor Adams said.

Sullivan’s Gulch Trail

The second Active Transportation project that is not be advanced for Regional Flexible Funds is project development for the Sullivan’s Gulch Trail. PBOT and the Portland Parks & Recreation are preparing a Trail Concept Plan, which they expect to bring to City Council in February 2012. Several key issues remain outstanding, including complex railroad right-of-way issues. Assuming a feasible project, the Mayor intends to propose funding in the next budget cycle to advance the design of the Sullivan’s Gulch Trail.

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