

Regional Flexible Funds

Resolution

Portland City Council
August 17, 2011



Regional flexible funds (RFF)

Regional flexible funds are federal transportation funds allocated every two years to the Portland Region



Regional flexible funds (RFF)

JPACT has established regional funding targets of \$16.875 million for Active Transportation and Complete Streets and \$5.125 million for Green Economy and Freight Initiatives for fiscal years 2014 and 2015



Regional flexible funds (RFF)

JPACT has established suballocations to the City of Portland of:

- \$6.6 million for Active Transportation and Complete Streets and
- \$2.36 million for Green Economy and Freight Initiatives



Process

Since January 2011, the City's Pedestrian Advisory Committee, Bicycle Advisory Committee and the Portland Freight Committee have considered potential projects

Five Active Transportation and three Freight candidate projects were developed and discussed at public meetings in June

The City has also received letters of support for projects



City Council Action

Nominate four projects for FY 2013-14 and FY 2014-15 Regional Flexible Funds:

- Foster Road Safety Enhancements
\$1.25 M federal \$3.25 M total cost
- East Portland Active Transportation to Transit,
Areawide Improvements
\$3.36 M federal \$4.2 M total cost
- Bike Share System
\$2 M federal \$4 M total cost
- Time Oil Rd/Burgard Rd Intersection Improvement
\$2.36 M federal \$2.63 M total cost



1. Time Oil Rd/Burgard Rd Intersection Improvement

Widen N. Burgard Rd and provide left-turn lanes from each direction onto Time Oil Rd

Project reduces freight delay, improves safety and access to Rivergate industrial district

Project supports St Johns Truck Strategy and is identified as a Tier 1 project in City's Freight Master Plan



N. Burgard/Time Oil Road Project Location (TSP# 30080, RTP# 10218)



N. Burgard/Time Oil Road Project (TSP# 30080, RTP# 10218)





2. Portland Bike Share Project

How it Works



- Kiosks located throughout the service area
- User friendly, simple interface
- Annual, Monthly, or Daily Membership
- First 1/2 hour is free



Portland Proposal

Large Scale Bike Share Program

- \$2 million in Regional Flexible Funds, matched by private sector investment.
- Phase 1 primarily serving Central Eastside, Lloyd, South Waterfront, Northwest, Goose Hollow and Downtown
- Potential to include other neighborhoods at launch, or in future years
- Learning from 230 successful bike share programs across the world and in North America



Bike Share Considerations

- Over 230 cities across the world doing bike share today
- Extremely successful in North American cities including: Washington DC, Montreal, Minneapolis and Denver
- Theft and vandalism have not been an issue in other programs
- Immediate boost in ridership



Ridership growth of DC Capital Bike Share

capital bikeshare

Main Metrics

d.

ARLINGTON
VIRGINIA



CITY OF
PORTLAND
BUREAU OF
TRANSPORTATION

Why Bike Share? Why Now?

- **Key element of the 2030 Bike Plan – Reaches “Interested But Concerned” audience**
- **Immediately raises the visibility of bicycles in Portland**
- **“Last Mile” connection for transit**
- **300,000-500,000 NEW bicycle trips in first 12 months**
- **Replace up to 90,000 auto trips (Portland residents/commuters only, doesn’t include tourists)**



Portland Bike Share Benefits

- **Jobs – Creates 30-50 permanent jobs in Portland**
- **Private sector investment in public infrastructure**
- **Public Health Benefits**
- **Travel and Tourism Opportunities**
- **Mobility for Students**
- **Climate Action Plan Goals**



Support for Portland Bike Share

- **Portland Business Alliance**
- **Building Owners and Managers Association**
- **Portland State University**
- **OMSI**
- **Travel Portland**
- **Bicycle Transportation Alliance**
- **Portland Streetcar Inc.**
- **New Avenues for Youth**
- **Portland Oregon Sustainability Institute (PoSI)**
- **Regence Health Care**
- **South Waterfront Transportation Management Association**
- **Lloyd District Transportation Management Association**
- **Over 1,100 citizens signed BTA petition**



3. Foster Rd Safety Enhancements

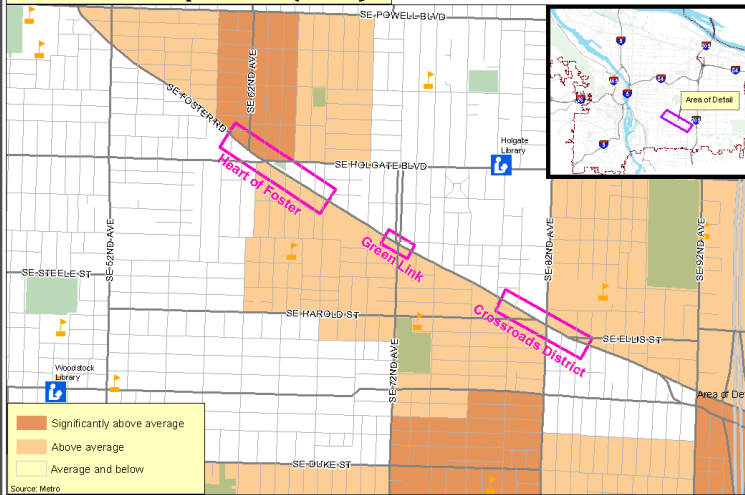
Implement elements of the Foster Rd Transportation and Streetscape Plan (2003) focused on pedestrian and bicycle crossing safety improvements:

- Heart of Foster Business District SE 63rd to SE 67th Ave
- Green Link at SE 72nd Ave
- Crossroads District SE 80th to SE 84th

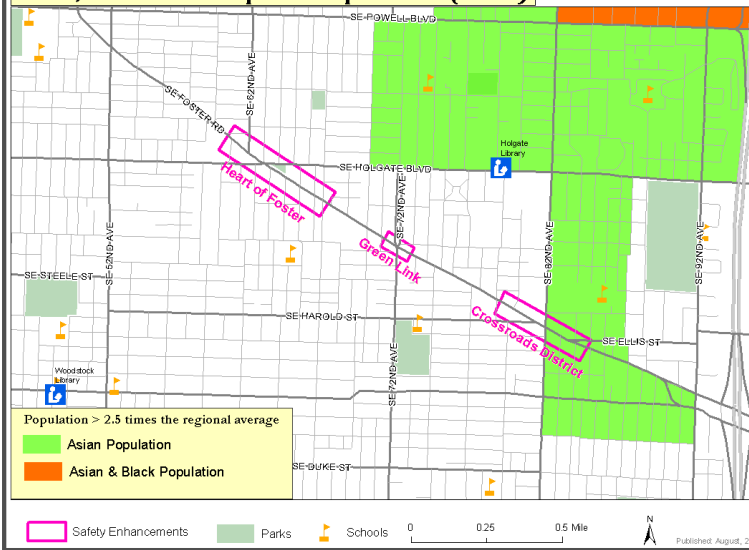


SE Foster Road: Safety Enhancements (50th Ave - 84th Ave)

Low Income Population (2010)



Black, Asian and Hispanic Population (2010)



4. East Portland Active Transportation to Transit

Safety and Mobility Improvements

- Division St sidewalk infill and crossing improvements at 12 intersections
- Neighborhood greenways N-S on 130's and E-W on Pacific-Oregon-Holladay; includes crossing improvements at 6 intersections
- Shared use path on north side of Holgate
- Buffered bicycle lanes on Division St

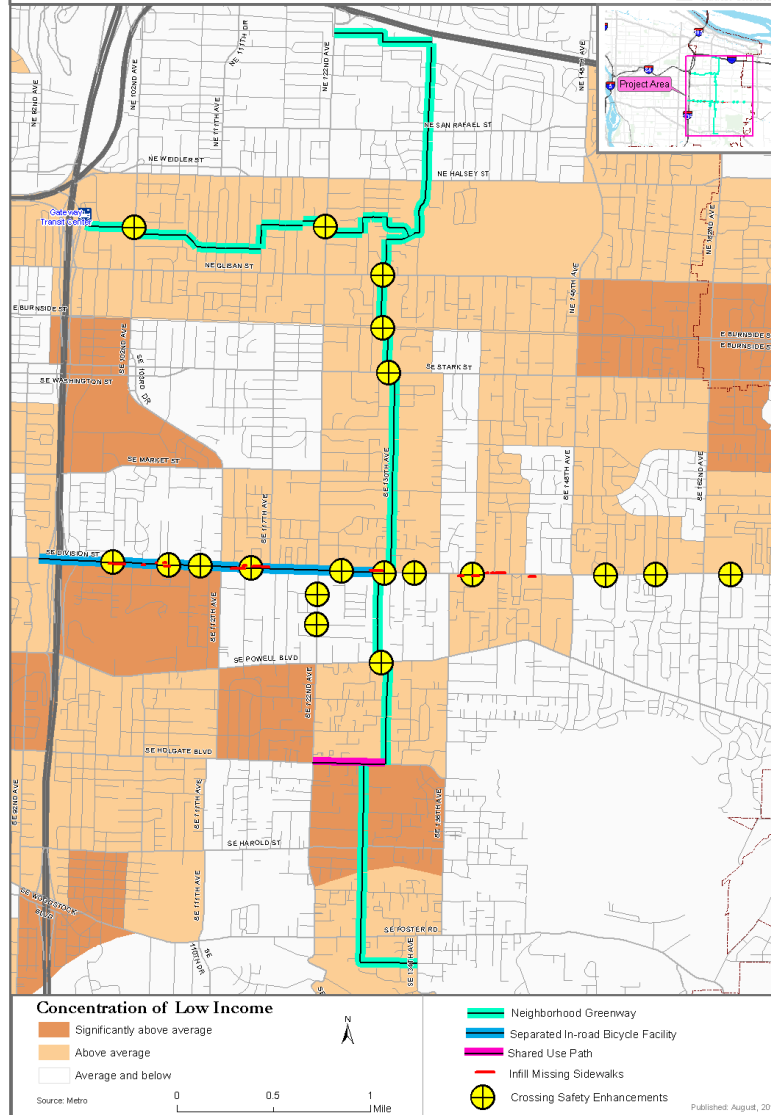
Supporting facilities/programs

- SmartTrips encouragement program
- Bicycle parking at Holgate & Division LRT stations



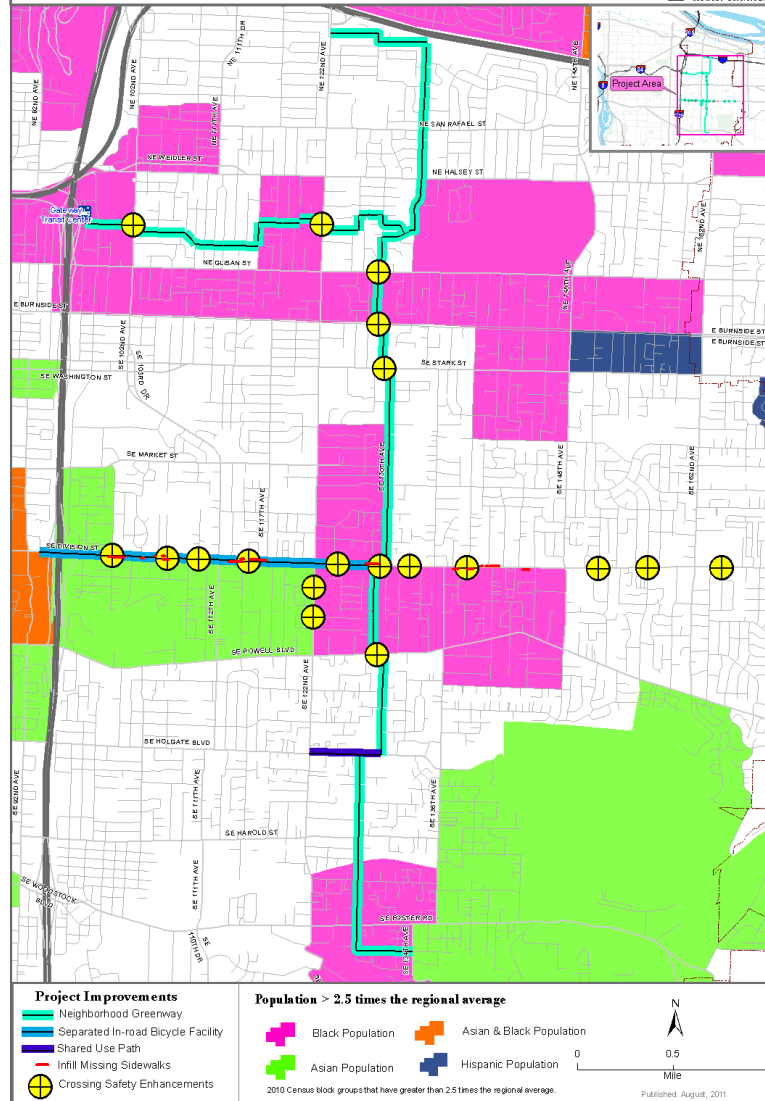
Low Income Population (2010)

East Portland Active Transportation to Transit: Areawide Improvements



Black, Asian, and Hispanic Population (2010)

East Portland Active Transportation to Transit: Areawide Improvements



Summary

**City investment of \$1.08 M in GTR and
\$2.0 M in URA funds would leverage
over \$11 M in federal and private funds**

Total investment of \$14.34 M

**50 percent of \$6.6 M in federal funds for
Active Transportation would be spent in
East Portland**

**70 percent of \$6.6 M in federal funds for
Active Transportation would benefit
low income and minority populations**



Next Steps in Regional Process

**Project narratives due to Metro:
Aug. 29, 2011**

**Regional public comment period:
Sept. 9 to Oct. 10, 2011**

**JPACT action on final allocation:
Dec. 8, 2011**

**Metro Council action on final allocation:
Dec. 15, 2011**

Funds available in 2014





Recent Sidewalk Investment SW Portland

- **Completed \$600,000 in sidewalk infill on Barbur (federal stimulus)**
- **Allocated \$8 million in sidewalk funding (50% citywide total) to SW**



Additional Improvements Barbur Boulevard

Barbur identified as one of the first three of Portland's high-crash corridor projects funded with new gas tax resources (2011)

Completed projects:

- Completed signal improvements and curb extensions at Barbur / Capitol / Taylors Ferry (the site of a pedestrian fatality in 2010)
- Completed curb extensions at Barbur and SW Sheridan
- Targeted distracted driving, crosswalk enforcement, speed, and DUII enforcement and education

Projects to be completed within year:

- Rapid flash beacon at Rasmussen Apartments at 4900 SW Barbur (near site of pedestrian fatality in 2010)
- Pedestrian island at Barbur and SW Luradel
- Pedestrian island at Barbur and SW Whitaker
- Curb extension and safety improvements at Barbur and SW Taylors Ferry / 41st
- Bike safety improvement at Barbur and Capitol Hwy (improving visibility)

