

Exhibit A



PORTLAND PARKS & RECREATION™

Healthy Parks, Healthy Portland



SE 150th & Division Park Master Plan November 2017

Acknowledgments

Project Advisory Committee (PAC)

Lynn Handlin, Midway Business Association
Laura Lirette, Human Solutions
Yelena Roslaya, Division Midway Alliance
Gladys Ruiz, PP&R Board Member
SB, Zomi Interpreter
Amber Smith, Centennial Neighborhood Association
Som Subedi, Nepali Interpreter and PP&R Staff
Dilli Wagley, Outgrowing Hunger
Bimala Wagley, Centennial High School
Thang Khaw Mang, Zomi Community Member

Technical Advisory Committee (TAC)

Maya Agarwal, Parks Planner
Andre Ashley, Sports Management
Charlie Carroll, Urban Forestry
Scott Domine, Maintenance East Side
Vincente Harrison, Safety/Park Ranger
Adam Kohl, Outgrowing Hunger
Patricia Neighbor, PBOT
Laura Niemi, Community Gardens
Ellen Sweeny, Recreational Programs

Community Engagement Liaisons (CELs)

Ping Khaw
Isgow Mohamed
Hanna Girshkevich
Ivonne Rivero
Som Subedi

City of Portland Parks & Recreation

Jaime English, Park Planner, Project Manager
Stefanus Gunawan, Community Engagement
Barbara Hart, Community Engagement
Hun Taing, Community Engagement

Consultant Team

MAYER/REED, INC.
Carol Mayer-Reed, FASLA, Principal-in-Charge
Tim Strand, ASLA, Project Manager
Shannon Simms, ASLA, Landscape Architect

NEMARIAM ENGINEERS & ASSOCIATES
Haregu Nemariam, PE

DCW COST MANAGEMENT
Trish Drew, Managing Director

1120 SW 5th Ave., Suite 1302
Portland, OR 97204
Tel: (503) 823-7529 | Fax: (503) 823-6007

portlandparks.org
Commissioner Amanda Fritz
Director Mike Abbate



Sustaining a healthy park and recreation system to make Portland a great place to live, work and play.

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Plan Summary



SE 150th and Division Park Master Plan

Plan Summary

Delivering New Parks in SE Portland

The future park at SE 150th & SE Division Street will help fill a significant need for parks in one of Portland's most diverse neighborhoods. The 7.5-acre property, purchased by Portland Parks & Recreation (PP&R) in 2014, is a gently rolling, grass-covered site, surrounded by single and multi-family housing, and offering views of Powell Butte. Residents and park users speaking Russian, Somali, Nepali, Spanish, and English participated in a multi-cultural and multi-lingual community design process. The recommended park design reflects a collaborative effort involving neighbors and community groups to create a welcoming space with activities for people of all ages. Overall, there is great enthusiasm for this new park and a strong desire to accelerate the development process.

Growing Gardens and Outgrowing Hunger

A unique partnership with Outgrowing Hunger resulted in the creation of a large community garden at a temporary location in the park site, bringing daily visitors to the area. The community quickly adopted the garden, bringing life to the otherwise empty space and providing inspiration to those anticipating the future park.

Building Community Through Park Design

PP&R collaborated with community partners to gather authentic and valuable input from the underrepresented, low income, refugee and immigrant communities in the area.

Highlights:

- A "Party in the Park" kicked off the master planning process with a multi-lingual event, welcoming community members to the site to share their ideas about park features and activities. For many, this was the first opportunity to participate in shaping their city.
- A community advisory committee, composed of individuals representing many community organizations, provided expertise to guide the park design.
- A culturally-specific outreach program using focus groups facilitated by Community Engagement Liaisons Services (CELS) enriched participation. Working with these community leaders and language translators enhanced the quality of the park design and strengthened community relationships.

Community Vision and Enthusiasm

This master plan reflects diverse community needs for recreation activities such as playing soccer or splashing in cool water, and also responds to the strong community desire for a gathering space for groups and families.

- The design creates a heart of the park, with group picnic and recreation space centered near the community garden and playground.
- The large community garden and a fenced Dog Off-Leash Area anchor the park, and bring daily visitors year round.
- A landmark entry at Division Street features a summer splashing water feature and an open plaza for community events and programs.

SE 150th and Division Park Master Plan



Resumen del Plan Maestro del parque en SE 150th y Division

Creación de nuevos parques en el sureste de Portland

El futuro parque en SE 150th y SE Division Street ayudará a llenar una necesidad significativa de parques en uno de los vecindarios más diversos de Portland. La propiedad de 7.5 acres, que Parques y Recreación de Portland adquirió en 2014, es un terreno ligeramente ondulado cubierto de pasto, el cual está rodeado de viviendas individuales y multifamiliares y ofrece vistas de Powell Butte. Residentes y usuarios del parque que hablan ruso, somalí, nepalí, español e inglés participaron en un proceso de diseño comunitario multicultural y multilingüe. El diseño recomendado del parque refleja un esfuerzo colaborativo entre v y grupos comunitarios para crear un espacio acogedor con actividades para personas de todas las edades. En general, hay mucho entusiasmo por este nuevo parque y un fuerte deseo de acelerar el proceso de desarrollo.

Growing Gardens y Outgrowing Hunger

Una colaboración única con Outgrowing Hunger dio lugar a la creación de un gran huerto comunitario en una ubicación temporal en el terreno del parque que atrae visitantes al área todos los días. La comunidad adoptó el huerto rápidamente y, así, le dio vida a un espacio que hubiera permanecido vacío y brindó inspiración a aquellas personas que esperan el futuro parque.

Desarrollo de la comunidad a través del diseño del parque

PP&R colaboró con socios comunitarios para reunir comentarios auténticos y valiosos de las comunidades, marginadas, de bajos ingresos, de refugiados y de inmigrantes en el área.

Aspectos destacados:

- Un evento multilingüe llamado "Party in the Park" le dio inicio al proceso de planeación maestra y le dio la bienvenida al sitio a los miembros de la comunidad para compartir sus ideas sobre las atracciones y actividades del parque. Para muchas personas, esta fue la primera oportunidad de participar en el diseño de su ciudad.
- Un comité asesor comunitario, compuesto de representantes de muchas organizaciones comunitarias, aportó sus conocimientos para guiar el diseño del parque.
- Un programa de extensión culturalmente específico que usa grupos de discusión facilitados por Community Engagement Liaisons Services (CEL) enriqueció la participación. Trabajar con estos líderes comunitarios y traductores de idiomas mejoró la calidad del diseño del parque y fortaleció las relaciones comunitarias.

Visión comunitaria y entusiasmo

Este plan maestro refleja necesidades comunitarias diversas de tener actividades recreativas, como jugar fútbol o chapotear en agua fresca, y también responde a un fuerte deseo de la comunidad de contar con un espacio de reunión para grupos y familias.

- El diseño crea un centro del parque, con espacios grupales para pícnicos y espacios recreativos ubicados cerca del huerto comunitario y del área de juegos.
- El gran huerto comunitario y el área cercada para perros sin correa consolidan el parque y atraen a visitantes todos los días del año.
- Una entrada emblemática en Division Street cuenta con una atracción acuática para chapotear en el verano y una plaza al aire libre para eventos y programas comunitarios.

SE DIVISION ST.

SE 14TH AVE.

SE 15TH AVE.

SE TAGGART ST.

SE 16TH AVE.

SE WOODWARD ST.

1

2

3

4

5

6

7

8

9

10

11

12

13

13
Baños

Área para perros
sin correa

Césped con espacio para jugar fútbol

Pequeña colina

Huerto
comunitario
(1.2 acres)

Paraje natural

**Jardín polinizador
con sendero**

Краткий обзор генерального плана создания парковой зоны на пересечении улиц SE 150th Avenue и Division St.

Создание новых парков в юго-восточной части Портленда

Будущий парк на пересечении улиц SE 150th Avenue и Division St. поможет восполнить значительную потребность в наличии парков в одном из самых многонациональных районов Портленда. Территория площадью 7,5 акров (3 га), выкупленная Портлендским бюро парков и организации отдыха (PP&R) в 2014 году, представляет собой слабохолмистый участок, покрытый травой и окруженный домами на одну или несколько семей, откуда можно наслаждаться видом природного парка Powell Butte. Местные жители и посетители парков, говорящие на русском, сомалийском, непальском, испанском и английском языках, приняли участие в процессе проектирования, который был рассчитан для представителей местного многокультурного общества, говорящих на различных языках. Рекомендуемый дизайн парковой зоны отражает совместные усилия соседей и общественных групп с целью создания гостеприимного места отдыха, предлагающего развлечения для посетителей любого возраста. В целом, наблюдается высокий уровень энтузиазма по отношению к этому новому парку, а также сильное желание ускорить процесс строительства.

Организации Growing Gardens и Outgrowing Hunger

Уникальное партнерство с организацией Outgrowing Hunger привело к созданию большого общественного сада, временно занимающего территорию парковой зоны и ежедневно привлекающего посетителей в этот район. Местные жители сразу же приступили к использованию сада, вдохнув жизнь в ранее незаполненное пространство и подарив вдохновение тем, кто находится в ожидании будущего парка.

Объединение сообщества посредством проектирования парковой зоны

Бюро PP&R провело совместную работу с местными партнерскими организациями по сбору реальных и ценных отзывов от недостаточно представленных,

малообеспеченных жителей района, а также беженцев и иммигрантов. Ключевые моменты:

- Мероприятие «Party in the Park» (вечеринка в парке) положило начало процессу генерального планирования, в котором приняли участие представители многих языковых групп, распахнув свои двери членам нашего сообщества, чтобы они могли поделиться своими идеями относительно особенностей парка и предлагаемых в нем развлечений. Для многих участников это мероприятие стало первой возможностью принять участие в формировании своего города.
- Консультативный комитет сообщества, состоящий из лиц, представляющих многие общественные организации, представил экспертные знания для направления работы по проектированию парковой зоны.
- Культурно-просветительская программа, использующая фокус группы, при содействии расширенного участия Службы взаимодействия с сообществом (CEs). Работа с лидерами общества и языковыми переводчиками повысила качество дизайна парковой зоны и укрепила отношения между представителями общественности.

Видение сообщества и энтузиазм

Этот генеральный план отражает широкое разнообразие потребностей сообщества в мероприятиях активного отдыха, таких как игра в футбол или обрызгивание холодной водой, а также отвечает острому желанию местных жителей по созданию места для групповых или семейных встреч.

- Дизайн предусматривает создание «сердца» парка – места для общих пикников и активного отдыха, расположенное рядом с общественным садом и детской игровой площадкой.
- Большой общественный сад и огороженное место для выгуливания собак без поводка являются основой парка, и ежедневно привлекают посетителей на протяжении всего года.
- Отличительный ориентир у входа в парк с улицы Division St. представляет собой водяной фонтан и открытое пространство для проведения общественных мероприятий и программ.

Генеральный план создания парковой зоны на пересечении улиц SE 150th Avenue и Division St.



साउथ ईस्ट १५० र डिभिजनको पार्कको गुरुयोजनाको सारांश

दक्षिण पूर्वी पोर्टल्याण्डमा नयाँ पार्कहरुको पूर्ति गर्दै

भविष्यमा साउथ ईस्ट १५० र साउथ ईस्ट डिभिजनमा बन्ने पार्कले पोर्टल्याण्डको एक सबै भन्दा विविधता भएको छिमेकमा पार्कको आवश्यकतालाई निक्कै हद सम्म पूर्ति गर्छ । यस ७.५ एकड जमीन, जुन पोर्टल्याण्ड पार्क्स एंड रेक्रीएसन (PP&R) द्वारा २०१४ मा खरिद गरिएको हो। यो हल्का भिरालो भएको, घाँसले ढाकिएको क्षेत्र हो। यो स्थान एकल र बहु परिवार आवासले घेरिएको छ, र यहाँबाट पावेल ब्युटको दृश्य हेर्न सकिन्छ । उक्त छिमेकमा बस्ने बासिन्दा र पार्कका प्रयोगकर्ताहरु जो, रुसी, सोमाली, नेपाली, स्पेनी र अंग्रेजी भाषा बोल्छन्, उनीहरु बहुसांस्कृतिक र बहुभाषिक समुदायिक डिजाइन प्रक्रियामा सहभागी भए । प्रस्तावित पार्कको डिजाइनले छिमेकीहरु र समुदायका अन्य समूहको सबै उमेरका व्यक्तिहरुलाई स्वागत हुने कार्यक्रमहरु सहितको स्थान निर्माण गर्न भएको सहकार्यको झल्को दिन्छ समग्र रूपमा, समुदायमा यो नयाँ पार्कको लागि धेरै उत्साह छ र विकासको प्रक्रियालाई छिटो अघि बढाउन बलियो आकांक्षा छ ।

बगैंचाहरु हुर्काउने र आउटगोइंग हंगर

आउटगोइंग हंगर संस्थासँगको सहकार्यको परिणाम स्वरूप पार्क बन्ने स्थान भित्र एक अस्थाई स्थानमा ठुलो सामुदायिक बगैंचाको निर्माण भयो, जसले गर्दा सो स्थानमा दैनिक रूपमा मानिसहरुको आवतजावत हुन थालेको छ । समुदायले छिट्टै बगैंचालाई आत्मसाथ गरे, जसले सधैं जस्तो खाली रहने स्थानमा जिवन आयो र भविष्यमा पार्कको प्रतिक्षा गरिरहेका मानिसहरुलाई उत्साह प्रदान भयो ।

पार्कको डिजाइनको मध्यमबाट समुदाय निर्माण

PP&Rले सामुदायिक साझेदारसँग साझेदारी मार्फत कम प्रतिनिधित्व भएका, निम्न आय भएका, शरणार्थी र आप्रवासी समुदायका सदस्यहरुबाट विश्वसनिय र बहुमुख्य जानकारी प्राप्त गर्यो ।

मुख्य बूँदाहरु :

- "पार्कमा पार्टी" कार्यक्रमबाट मुख्य योजना प्रक्रिया सुरु गरियो जसमा बहु-भाषिक कार्यक्रममा समुदायका सदस्यहरुलाई पार्क बन्ने स्थानमा स्वागत गरि पार्कमा के-के रहने र कस्तो कार्यक्रम संचालन गर्ने भन्ने बारे सल्लाह लिइयो । धेरैको लागि यो आफ्नो शहरको योजनामा सामेल भएको पहिलो आवसर थियो ।
- धेरै समुदायका व्यक्तिहरुको प्रतिनिधित्व भएको एक सामुदायिक सल्लाह समितिले पार्कको डिजाइनको लागी मार्ग देखाउन विज्ञता प्रदान गरियो ।
- संस्कृतिक विविधतालाई आधार मानेर गरिएको समुदायमा पहुंच कार्यक्रममा, कम्युनिटी इन्गेजमेन्ट लिएजन सेवा (CELS) बाट गरिएको समूहिक वार्तालापले अझ राम्रो बनायो । यी समुदायका अगुवाहरु र भाषा अनुवादकहरुसँग सहकार्य गरेर पार्कको डिजाइन अझ राम्रो भयो र समुदायसँगको सम्बन्ध पनि अझ बलियो भयो ।

सामुदायिक इस्टी र उत्साह

यो गुरुयोजनाको सन्तुलनको साथै विविध सामुदायिक आवश्यकताहरु जस्तै बस्न खेल्न वा छुट्टा पालीमा खेल्ने आदि उपयोग गर्छ र साथै समुदायको लागि परिवार र समूहहरुको भेला हुने स्थानको आवश्यकता पनि सम्मोधन गर्छ

- डिजाइनले पार्कको सुरु निर्माण गर्छ, जसमा सामुदायिक बगैंचा र खेल्ने स्थान जस्तै विभिन्न स्थान र सन्तुलन स्थान हुनेछ
- छुट्टा पालीमा बगैंचा र बस्न र खेल्नको सुविधासहितको स्थान जस्तै दोस्रो भाषा भित्री हुनेछ र जसले पार्कमा दैनिक रूपमा मानिसहरु आउनेछन्
- डिजाइनबाट पार्कमा भित्र छिर्ने स्थानको लागिमा पार्कको खेल्ने सुविधा हुनेछ र सामुदायिक कार्यक्रमहरुको लागि खुला स्थान हुनेछ

साउथ ईस्ट १५० र डिभिजन पार्कको गुरुर्योजना



Warbixinta Qorshaha Weyn ee Beerta Nasashada ee SE 150th iyo Division

Keenida Beeraha Cusub ee Nasashada la keenayo Koonfur-bari Portland

Beerta nasashada ee mustaqbalka laga samaynayso SE 150th & SE Division Street waxay dabooli doontaa baahida weyn ee loo qabo beeraha nasashada ee mid ka mid ah xaafadaha Portland ee dadka ugu badan ee kala duwan ku nool yihiin. Hantida qiyaasteedu tahay 7.5-acre, ee ay 2014-kii gadatay Beeraha Nasashada iyo Raaxada Portland (PP&R), waa goob si tartiib ah u socota, caws qariyay, oo ay ku wareegsan yihiin guryo qof kaliya iyo qoysas badan loogu talagalay, iyo meel si fiican looga arki karo Powell Butte. Dadka degaanka iyo dadka isticmaala beerta nasashada ee ku hadla Afka-Ruushka, Soomaaliga, Nepali iyo Ingiriisiga ayaa ka qayb qaatay nidaam naqshad lagu samaynayo oo loogu talagalay bulsho dhaqamo iyo luqad kala duwan leh. Naqshada beerta nasashada ee lagu taliyay waxay ka turjumaysaa dadaalka wada shaqayn ee la xiriira xaafadaha iyo kooxaha bulshada si loo abuuro meel soo dhaweyn leh oo leh oo ay ka socdaan hawlo loogu talagalay dadka da'kasta leh. Guud ahaan, waxaa jira xiiso weyn oo loo qabo beertan nasashada ee cusub iyo rabitaan xoog leh si loo dardar-geliyo nidaamka horumarka.

Beeraha La Beerayo iyo Ka Kor Marida Gaajada

Iskaashi gaar ah oo lala leeyahay Ka Kor Marida Gaajada "Outgrowing Hunger" ayaa keentay in beer dadweyne oo weyn laga sameeyo meel ku meel gaar ah oo ku taala goobta beerta nasashada, taasi goobta keenta dad maalin kasta soo booqda. Bulshadu waxay isla markiiba la qabsadeen beerta, iyada oo nolol u keentay goobta haddii kale noqon lahayd meel madhan iyada oo dhiirigelin siiyay kuwo mustaqbalka rajaynaya beer nasasho.

Dhismaha Bulshada La Adeegsanayo Naqshada Beerta Nasashada

PP&R waxay iskaashi la yeelatay dadka bulshada u adeega si la iskugu soo ururiyo talooyin dhab ah oo qiimo leh oo laga helo bulshooyinka cid matalaysaa aanay jirin, dakhligoodu hooseeyo, qoxootiga iyo muhaajirka ah ee ku nool degaanka.

Tilmaamaha:

- Barnaamijka "Party in the Park" wuxuu bilaabay nidaamka qorshe weyn oo la isticmaalayo kulan lala leeyahay dad luqad kala duwan leh iyada oo xubnaha bulshada ka tirsan lagu soo dhaweynayo goobta, si ay fikradahooga ku saabsan muuqaalada beerta nasashada iyo hawlaha dadka ula wadaagaan. Kuwo badan oo ka mid ah, tani waxay ahayd fursadii u horeysay ee kaga qayb qaataan qaabaynta magaaladooda.
- Guddiga tala bixinta bulshada, oo ka kooban shaqsiyaad matalaya ururada bulshada oo badan, ayaa bixiyay khibrad si loo hago naqshada beerta nasashada.
- Barnaamij xiriir oo u gaar ah dhaqanka oo la isticmaalayo kooxo la isku keenay oo talo dhiibanaya oo ay fududeeyeen Xiriiriyayaasha Adeegyada Ka qayb qaadashada Bulshada (CEs) ayaa xoojiyay ka qaybgalka. La shaqaynta hoggaamiyayaasha bulshadan iyo turjubaanada luqadda ayaa kordhiyay tayada naqshada beerta nasashada isla markaana xoojiyay xiriirada bulshada.

Aragtida Bulshada iyo Xiisaha

Qorshahan weyni wuxuu ka turjumayaa baahiyaha ay bulshada kala duwani u qabto hawlaha dhanka madadaalada sida ciyaarista kubadda cagta ama ku ciyaarista biyo qabow, iyada oo uu sidoo kale jawaab u yahay rabitaan xooga leh ee bulshadu u qabto meelo la iskugu yimaado oo loogu talagalay kooxaha iyo qoysaska.

- Naqshadu waxay abuuraysaa meel wadne u ah beerta nasashada, oo leh goob dad badani ku nastaan/wax ku cunaan iyo meel madadaalada loogu talagalay oo ku taala bartamaha meel u dhow beerta dadweynaha iyo goobta lagu cayaaro.
- Beerta dadweyne oo weyn iyo Meesha deyrka leh ee Ayda aan Hogaanku 'leash' ku Xirnayn ayaa ku dhejisan beerta nasashada, isla markaana waxay sanadka oo dhan keentaa dad maalin kasta soo booqda.
- Meel astaan ah oo laga gelayo Division Street waxay leedahay muuqaalka biyo xagaaga lagu cayaaro iyo dhisme furan oo loogu talagalay dhacdooyinka bulshada iyo barnaamijyada.

Qorshaha Weyn ee Beerta Nasashada ee SE 150th iyo Division



Introduction

The 7.5-acre site at SE 150th and Division Street will become a valuable asset that defines the neighborhood and provide a sense of place and space for community to gather. As Portland grows, access to open space becomes even more critical to improve health and quality of life. This park is one of several that will begin to address the underserved communities in East Portland.

The purpose of this master plan document is to establish a vision for the park that is embraced by the community. The plan will address access, safety, social needs and recreation opportunities for people of all ages and abilities.

Chapter 1 includes analysis of the site conditions and context that may influence the design of the park. A large and very important part of the overall planning effort was community engagement. Chapter 2 summarizes the strategies used to involve culturally diverse communities in this process. The design team synthesized the site analysis and community input into a preferred design concept for the park, which is described in Chapter 3. Chapter 4 addresses an implementation strategy for the park, including phasing, estimated costs and items that require further study.



Youth soccer team practicing at the "Party in the Park"



Existing Conditions

Site Context

The site is a 7.5-acre property acquired by Portland Parks & Recreation (PP&R) in 2014. It is located in the Centennial neighborhood.

ADJACENT USES

The park site is bordered on all sides by residential development. Residences on the west side of the site are medium density, multi-family homes, zoned R1-R3. Residences on the east and south sides of the park are largely single family homes in R7 zone. The block west of the site along Division Street is zoned General Commercial. This area includes a Fred Meyer, Carl's Jr., and a 7-Eleven.

The Franciscan Montessori Earth School is a private K-8 school just west of the park site. North of the site, across Division Street, is the Serendipity Center, a private, therapeutic school for at-risk students, and the St. Joseph Catholic Church.

PARKS

East Portland is a notably park deficient area of Portland. The nearest parks to the site are Powell Butte Nature Park (0.8 mi) and Parklane Park (1.1 mi). Powell Butte provides mostly passive recreation, such as walking and biking trails, a natural area and vistas of the city. Parklane Park provides more active uses, such as sports fields, picnic area and playground. A master plan was completed for this park in 2009, and it is planned for redevelopment in the future.

SCHOOLS

The park site is located in the Centennial School District. Children who live within walking distance of the park may attend public school at Parklane and Oliver Elementary Schools (1.2 mi away), Lynch

Wood Elementary School (1.8 mi), Centennial Middle School (1.7 mi) and Centennial High School (2.2 mi). Lincoln Park Elementary School in the David Douglas School District is also nearby (1.5 mi).

DEMOGRAPHICS

As of October 2014, the Centennial district has "majority minority" enrollment, with a total minority population of 51.6%. Within that group, Hispanic (25.3%) is the greatest percentage, Asian/Pacific Islander (13.8%), multi-ethnic (5.9%), Black (5.7%) and American Indian/Alaskan Native (0.9%).

Household income as reflected in the percentage of free and reduced price lunch count in the Centennial school district is moderate to low, with 65.91% of students receiving free or reduced price lunches. Harold Oliver Elementary, Lynch Wood and Parklane are designated as Community Eligible Provision (CEP), where all of the students receive free or reduced price breakfasts and lunches and the schools receive reimbursement at 96%. Lynch View Elementary has 87.85% of the students receiving free and reduced price meals.

In the David Douglas School District, Lincoln Park Elementary School has an enrollment of 653 students, of which 34% are White, 30.8% Hispanic, 17.8% Asian, 7.7% multi-ethnic, 6.9% Black, 2.8% Pacific Islander and 0.2% Native American as of October 2014. The ESL count is 257, or 39% of the student body.

The Lincoln Park Elementary School, near the park site, has a 100% participation rate in the free lunch program, indicating that the households, and

Existing Conditions

especially the youth surrounding the school and park, may be more at-risk.

TRANSPORTATION

The site is served by TriMet bus route 4, connecting to Gresham and St. Johns. There are bus stops at the southeast and northwest corners of the SE Division Street/148th Avenue intersection. The Division Transit Project is currently being planned for this segment of Division Street, which would provide bus rapid transit from Gresham to Downtown Portland.

The nearest signalized pedestrian crossing is at the intersection of SE Division Street and SE 148th Avenue. The next nearest pedestrian crossing of SE Division Street is at SE 156th Avenue, 0.4 mi away. There is an unsignalized crossing at SE 148th Avenue and SE Clinton Street. The next nearest crossing of SE 148th Avenue is at SE Powell Boulevard. There are bike lanes on SE Division Street and SE 148th Avenue. SE Division Street has a high crash network street designation by the Portland Bureau of Transportation (PBOT).

See Appendix B for a traffic safety study and recommendations.

Currently, only on-street parking is available near the site. SE Division Street, SE 148th Avenue, SE Taggart Street, SE Woodward Street, SE 150th Avenue, and SE 151st Avenue all offer on-street parking today. The northern portion of 151st Avenue is currently a curbless street with gravel shoulders. Because right-of-way boundary is not clearly defined with a curb or sidewalk, it may not be clear to park users that parking is available on this street.

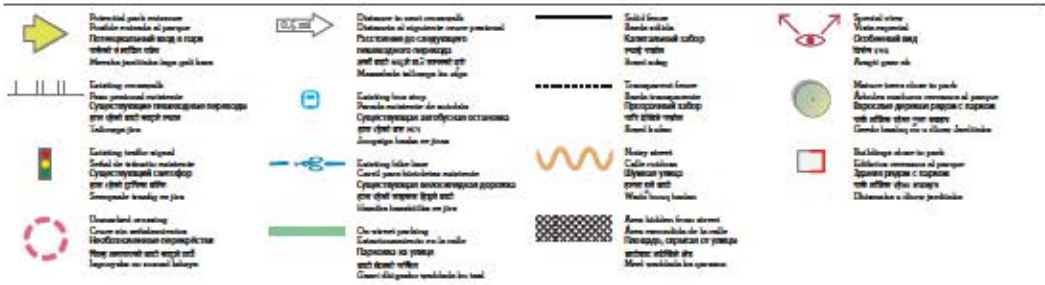
Site Conditions

CURRENT USES

In 2015, Portland City Council authorized a grant agreement between PP&R and Outgrowing Hunger to increase access to land for the purposes of food production for low-income, minority, refugee and immigrant populations living in East Portland. In the summer of 2016, Outgrowing Hunger created



View north on SE 148th Avenue just south of SE Taggart St



Existing Conditions

a 1-acre community garden on the park property, with the understanding that this garden would be an interim use on the site and a permanent garden may be relocated on the site after the master planning process is completed. The current access to the garden is off of SE Taggart Street.

At the time of this report, the garden is in its second season. Outgrowing Hunger and many of the current gardeners participated in the community outreach process for this master plan. In general,

the garden has been well-received by the neighbors of the park, and there is a wait list for plots in the existing garden.

SITE FEATURES

The site is relatively flat, with a small hill in the southeast corner. It is covered in non-irrigated meadow grass that is mowed regularly by PP&R. There are a few existing trees on the site and many large fir trees on private property around the perimeter. There are several structures on all sides



Existing community garden



View northeast of community garden from SE Taggart Street entrance

of the park that are within 20 feet of the property line.

The northern end of the park is very noisy due to its proximity to SE Division Street. The northern third of the park is approximately 180 feet wide, while the southern two thirds widen to approximately 380 feet. This creates a blind corner in the northwest of the site that cannot easily be seen from the street. There are views from the park to Powell Butte in the south and Mt. St. Helens in the north. The small hill in the southeast corner is a good vantage point from which to see the whole park.

ACCESS

The site is somewhat “land locked,” with limited street frontage and access points. There is approximately 180 feet of frontage on SE Division Street. SE Taggart Street and SE 150th Avenue are both short streets that terminate at the edge of the park. Due to these conditions, maintaining sight lines into the park is important for public safety.

The majority of the site is fenced around the perimeter. Because the existing fencing is provided by each adjacent property owner, the material, height and degree of maintenance varies.



View north of SE Division Street



Private residence adjacent to the park site



View north of the gate at SE 150th Avenue



Public Engagement Process

Healthy Community and Healthy Park

Park spaces provide neighbors opportunities to develop new relationships, connect with one another, and enjoy outdoor activities together, thus creating new communities and strengthening others.

The objective of the public engagement process was to design a great community-supported park and enhance relationships with community partnership.

GOALS

- Collaborate with the local community to develop a community-supported park design.
- Understand how diverse communities want to use the park.

- Learn communities' preferences for design features.
- Build and strengthen relationships with the communities of East Portland.

Building Community Through Park Design

The recommended park design reflects a collaborative effort involving neighbors and community groups to create a welcoming space with activities for people of all ages. Overall, there is great enthusiasm for this new park and a strong desire to accelerate the development process.

Portland Parks & Recreation (PP&R) and Mayer/Reed connected with community partners to gather valuable input with an intentional focus on



Phase 1 "Party in the Park" image board activity

Public Engagement Process

engaging underrepresented, low income, refugee and immigrant communities in the area. Residents and park users speaking Russian, Somali, Nepali, Spanish, and English participated in a multi-cultural and multi-lingual community design process. Graphics that communicate ideas without language became an essential part of the outreach.

A unique partnership with Outgrowing Hunger resulted in the creation of a large community garden at a temporary location in the park site, bringing daily visitors to the area. The community quickly adopted the garden, bringing life to the otherwise empty space and providing inspiration to those anticipating the future park.

PHASE 1: LEARNING ABOUT THE SITE

The first phase included collecting information about the existing conditions of the park property,

the surrounding community and desired park activities from the community. The team welcomed the Project Advisory Committee (PAC), provided a project orientation and site tour, and invited neighbors and the community to a party in the new park space. Engagement activities included colorful image boards depicting a variety of park activities and a site model where people flagged possible locations for activities.

PHASE 2: IDENTIFYING GOALS AND PRIORITIES

The second phase focused on analyzing the ideas and feedback gathered from the community to identify design goals and priorities. The PAC considered the public comments and ideas and provided guidance to the design team. The community participated in a second open house gathering and shared feedback via a public survey to inform preliminary designs. At these meetings, participants arranged and prioritized



Phase 1 "Party in the Park" model activity

scaled templates of amenities such as sports fields, playgrounds and gardens on a site model. A separate art activity encouraged young and old to depict their ideal park experiences, which was then composed into a colorful “tapestry” to represent the shared vision.

PHASE 3: CONSIDERING DESIGN OPTIONS

The team shared with the PAC and community the two design options, combining the most popular features and activities. The conversations focused on how their ideas were taking shape, what were key choices between park features, and how the team arrived on overall design choices. PP&R made a concerted effort to engage the underrepresented, low income, and refugee and immigrant communities through multiple focus groups. The team then shared the two design options at a community meeting. Community members shared their feedback and spoke with project staff about next steps.

PHASE 4: REVIEWING PREFERRED DESIGN AND MASTER PLAN

Finally, the team shared the preferred design with our advisors, stakeholders and the community to see how well it reflects their guidance and project goals. These final meetings focused on design refinements, next steps for planning and park development, reflection on the planning process, and celebration of the collaborative effort.

Highlights

The following outreach activities added to the larger public involvement effort, including focus groups and community meetings designed to engage interested Portlanders in this project.

- Four Community Gathering events were hosted between July 2016 and September 2017. More than 300 community members participated in these community gatherings.



Phase 2 PAC meeting model activity

Public Engagement Process

- The PAC met five times to provide local expertise and community perspectives to inform the design and guide the planning process.
- Three online comment surveys expanded opportunities for community members to provide their feedback on park priorities, design features, and planning process. More than 250 people participated in the web-based surveys.
- The Community Engagement Liaisons Program (CELs) enhanced the outreach process by engaging the underserved communities in this project. They facilitated and provided language translation for three focus groups to Russian, Bhutanese and Zomi, and Somali speaking communities.
- Using email lists drawn from the Community Engagement database, PP&R sent multiple email notifications about the events and surveys to local neighbors, stakeholders, PAC members, focus group participants, and community organizations.
- Neighborhood canvassers contacted local residents living near the park site on three occasions, distributing a total of 2400 flyers promoting the project, events and surveys.
- PP&R web pages featured project updates, announcements, and events were also posted on the City of Portland online citywide events calendar.
- Lawn signs were placed on the fences of the park property two weeks before Community Gathering events.



Photos from activities at Public Meeting #2 in October 2016

Events & Activities Timeline

EVENT	DATE
Project Advisory Committee #1 – Orientation	7/6/2016
Neighborhood Canvassing – Invitation to Participate	7/7/2016
Project Advisory Committee #2 – Site Tour	7/13/2016
Community Gathering #1 – ‘Party in the Park’	7/16/2016
Project Advisory Committee #3	9/28/2016
Community Gathering #2	10/6/2016
Project Advisory Committee Meeting #4	1/24/2017
Midway Business Alliance – Focus Group	2/14/2017
Russian Speaking Community – Focus Group	2/23/2017
Bhutanese & Zomi Communities with Outgrowing Hunger – Focus Group	2/26/2017
Arbor Glen Apartments Residents – Focus Group	3/1/2017
Somali Community – Focus Group	3/24/2017
Neighborhood Canvassing – Invitation to Review Designs & Comment	3/25/2017
Community Gathering #3	4/6/2017
East Portland Neighborhood Coalition – Parks Committee	4/6/2017
Neighborhood Canvassing – Invitation Neighborhood Meeting 5/18	5/8/2017
Neighborhood Meeting with Adjacent Residents – Safety & Security	5/18/2017
Project Advisory Committee Meeting #5	5/23/2017
Project Advisory Committee Meeting #6	7/12/2017
Community Gathering #4	9/20/2017

Preferred Park Design

The preferred design for the park comes from the existing site conditions analysis and from community feedback on the concept options. Below is a summary of the recommended site features.

North Entry

The north edge of the park touches SE Division Street, which is a high volume urban street. The north entry serves as a transition between this boisterous environment into the quieter interior of the park. As such, the uses in this area are conducive to traffic noise and large areas of pavement, such as a plaza with a water feature, a skate spot, and a basketball court.

There is strong community support for a splash pad-style water feature, accessible to people of all ages in the summer. This feature is imagined as a paved space with water jet that can be used as a plaza when the water is turned off.

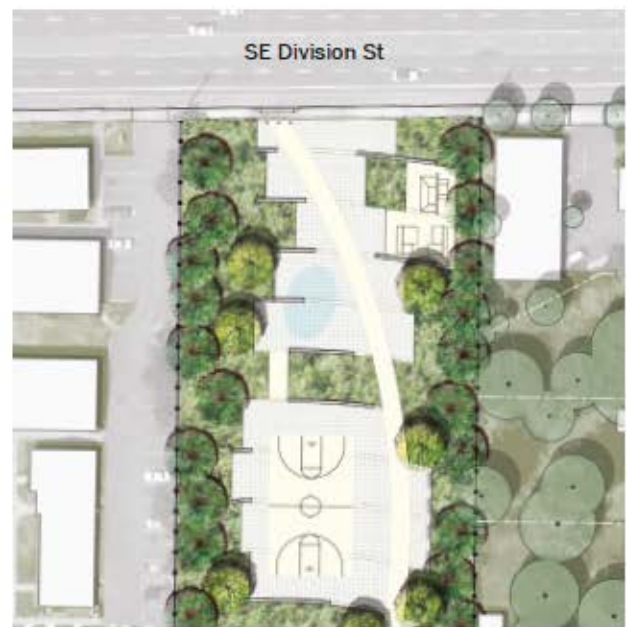
There is space in the North Entry area for a small skate spot with 2-3 features for entry to intermediate-level skateboarders. Its placement at the north end of the site ensure that it is highly visible and compatible with the noise level from Division Street.



Example of a water feature from McCoy Park in Portland, OR

A full size basketball court fits in the center of the North Entry, where it can maintain a 50-foot setback from property lines. This space may also be used temporarily for large events, such as festivals or markets.

Seat walls and some benches offer places for people to sit and observe the skate spot, water feature, and basketball court. Plantings and trees buffer these uses from the adjacent properties to the east and west.



North Entry



Example of a skate spot in Woodside Urban Park in Silver Spring, MD

Preferred Park Design

Item	Size	Notes
Skate Spot	2,100 sf (0.05 acres)	2-3 skate features
Parking Lot	27 spaces	25' from adjacent properties
Dog Off-Leash Area	13,175 sf (0.3 acres)	20' from adjacent properties
Community Garden	51,000 sf (1.2 acres)	12-foot wide gate for truck access from Taggart with 4' WWM Fence
Pollinator Garden	9,200 sf (0.2 ac)	Includes gravel foot path
Soccer Field	135' x 180'	U10 field
Lawn with Space for Soccer	62,175 sf (1.4 acres)	Includes soccer field & small hill
"Heart of the Park": Picnic shelter & area, playground, restroom	28,600 sf (0.66 acres)	South end of park, visible from SE 150th & from SE Taggart
Playground	11,000 sf (0.25 ac)	Includes a mix of traditional and nature play elements
Splash Pad	1,100 sf (0.03 acres)	Splash pad doubles as plaza/event space when turned off
Picnic Shelter	2,075 sf (0.05 acres)	Capacity approx. 100 people
Picnic Area	12,400 sf (0.3 acres)	Several picnic areas scattered around the park
Restrooms	200 sf	Two gender-neutral bathrooms and storage space
Basketball Court	4200 sf	Full court
Perimeter Fence	2600 lf	6ft HT.
Paths	3,600 lf	12' width paths, minimum 15' offset from property line
Trees	98 trees	
ROW Pedestrian Improvements	Pedestrian crossings at 148th & Clinton and 152nd & Division	

Preferred Park Design



Preferred Park Design

“Heart of the Park”

South of the North Entry is an area referred to as the “heart of the park”, a hub of activity that includes a picnic shelter, adjacent picnic area, playground and restrooms.

The picnic shelter is intended for large gatherings with a capacity for at least 100 people. Additional picnic tables and lawn space around the shelter allow space for overflow during large events. The shelter is likely to be used by PP&R’s summer Lunch + Play program. Visibility of the shelter from Division Street is important for security. A separate structure houses two, gender-neutral bathrooms and a storage space for use by PP&R for programs.

The playground has traditional-style play equipment placed on a pour-in-place rubber safety surface. A smaller “nature spot” offers play features made from natural materials on an engineered wood fiber surface. The design of the play equipment should be inclusive and sensory-rich. A partial, 4-foot high, ornamental fence allows the playground to



Heart of the Park

feel contained while also being permeable enough for families to enter and exit from all sides. Some additional planting areas offer a buffer between the play area and adjacent paths.

Flexible Lawn

This large, grassy area provides open space that many members of this dense community do not have access to otherwise. A flat portion of the field is large enough for a U-10 soccer field (approximately 135 x 180 ft). During the community outreach process, it became clear that demand for soccer is high. However, the community also wanted the flexibility to use the field for other activities. Additional picnic areas are located around the perimeter of the lawn, providing space for multi-generational gathering. Southwest of the flexible lawn sits a quieter space for picnicking and nature play.

A small, 3 to 4-foot high mound on the north side of the field introduces some topography into a relatively flat site. The mound allows people to sit overlooking activities on the field and around the park. This space may be programmed for events, such as movies or concerts in the park. The north side of the mound incorporates seat walls that overlook the playground.



A nature play “spot” may be one or a few simple elements.

Gardens

The west edge of the site includes a community garden approximately 1 acre in size. The garden is surrounded by a 4-foot high fence, with lockable gates on the south and east sides. A small gravel yard area allows space for deliveries near each entrance. The south entrance also includes a small tool shed, picnic tables, and accessible raised planters. The community garden occupies an otherwise invisible corner in the park.

A pollinator garden creates a buffer between the community garden and the main north-south path through the park. This garden is planted with a variety of shrubs and perennials that attract pollinating insects. It has a 4-foot wide gravel foot path through it.

Dog Off-Leash Area

The southeast corner of the site has a fenced dog off-leash area. Access to the dog park is on the west side, with “airlock” gates that allow owners to leash their dogs before entering the park. It also includes an in-ground dog waste disposal container, which requires truck access for maintenance. Due to its small size, this dog park will be surfaced with a well-drained material, such as decomposed granite or infield mix, rather than grass. Because the dog park is located on a sloping area of the site, it may be terraced with seat walls or small retaining walls.

Access

Pedestrian access to the site will be provided via SE Division Street, SE Taggart Street, and SE 150th Avenue. Vehicular access will be limited to SE Taggart Street. The 28-space parking lot includes

two ADA parking stalls and a small drop-off area. It will be separated from the adjacent property line by a 25-foot planted buffer. The design team considered a 10-space parking lot off Division Street during the concept alternatives phase, which is not shown in the preferred design due to concerns about traffic safety around this access point (see Appendix B). Additional study is required to determine if this area is suitable for additional vehicular access.



Dog Off-Leash Area



Example of a small dog park at Grant Park in Los Angeles, CA

Preferred Park Design

The main paths through the park follow a curvilinear form, sweeping north-south and creating a loop around the flexible lawn. These paths are 12 feet wide, designed to accommodate ADA requirements and maintenance vehicles. Some smaller paths branch off from the main paths, such as a 5-foot wide gravel path around the dog park and a 4-foot wide gravel path in the pollinator garden. From the south entry plaza off SE 150th Avenue, a short path leads up the slope to a park overlook with benches.

Intersection improvements are needed on the adjacent streets surrounding the park in order to ensure that people may safely walk and bike to the park. In particular, SE Division Street and SE 148th Avenue, which are wide, high volume streets, should be studied for pedestrian crossing enhancements, road diets, traffic calming, access management, and other improvements to make access to the park safer. See Appendix B for an in-depth discussion of the existing conditions and recommendations for traffic safety improvements.

Plantings

The plantings in the park will adhere to the City of Portland Title 11 Tree Code and the PP&R Ecologically Sustainable Landscape Initiative. Large trees will offer shade in picnic areas and around the perimeter of the site. Placement of trees takes into consideration sight lines from SE Division Street and areas that require full sun, such as the community garden and pollinator garden.

The buffer zones along the property line will be planted with low shrubs and groundcovers. Lawn areas will be limited, with clearly defined edges to facilitate mowing. The pollinator garden is an

opportunity to diversify the plants in the park with native and native-adapted species.

Events and Programs

In addition to the permanent features of the park, there will be a number of events that take place here. At the North Entry, the water feature may be turned off to allow use of the plaza. Likewise, the basketball court may be temporarily used for events, such as farmers' markets or the Neighborhood Night Out.

The picnic shelter is designed to accommodate large events of 100 or more people, such as the summer free Lunch + Play program, offered by PP&R. Park programs may utilize the storage area and restrooms, adjacent to the picnic shelter. A new curb cut and removable bollards off SE Division Street allow PP&R staff vehicular access to the picnic shelter for pick-up and drop-off of event materials.

The flexible lawn with its small grass mound may be used for concerts or movies in the park. Power and water needs for these events should be considered as the park design progresses.



The flexible lawn may be used for events, such as concerts or movies.

Maintenance

Maintenance is key to the success of the park. PP&R maintenance staff were represented on the Technical Advisory Committee for this project and influenced the design with regard to planting areas, maintenance vehicle access, and placement of the different program elements. Maintenance staff should continue to be involved as the design evolves, and a landscape maintenance plan should be developed. This plan must adhere to the Ecologically Sustainable Landscape Initiative. A maintenance budget should also be established to ensure resources to adequately maintain the park.

Safety and Security

Safety and security for park users and neighbors must continue to be a priority. The concept design for the park addresses these issues in the following ways:

- Provides emergency vehicle access on all major paths throughout the park and removable bollards at the street entrances.
- Activates otherwise hard to see corners of the park with round-the-clock uses, such as the community garden in the northwest corner and the dog park in the southeast corner.
- Keeps open sightlines into the park from SE Division Street toward the skatepark, splash pad, basketball court and picnic shelter.

- Vehicular gate at the parking lot entrance at SE Taggart Street, so that the parking lot may be closed and locked while the park is closed.
- The dog off-leash area is fenced with double gate “air-locks” at both entrances, which give dog owners space to unleash their dogs without negatively impacting other park users.
- Community garden is fenced with locked gates so that gardeners can protect their plots from damage or use by members of the public.
- A perimeter fence around the entire park will prevent unwanted traffic in and out of the park through adjacent neighbors’ private property.

As the design moves forward, additional considerations include:

- The placement of lighting along pathways and around structures, such as the restrooms and picnic shelter.
- The selection and grouping of plant species that maintain open sightlines throughout the park, not attractive areas to hide or camp.
- The selection of durable site furnishings that do not accommodate sleeping or camping.
- The selection and design of play features that are accessible to children of many ages and abilities.

<i>Budget item</i>	<i>% Budget estimation</i>	<i>Total (\$)</i>
CONSTRUCTION		13,380,563
Construction Contract		11,841,206
Direct Construction Costs		9,472,965
Total Materials & Labor		
Site Preparation		800,605
Paved Trails		900,950
Community Garden		77,438
Picnic Shelter & Restroom		400,000
Play Ground Areas		560,013
Basketball Court		38,258
Skate Spot		75,000
Splash Pad		350,000
Site Features and Furnishings		287,600
Dog Off leash Area		96,387
Parking Lot		88,059
Landscaping		1,719,625
Mechanical Utilities		585,525
Electrical Utilities		770,250
Right of Way Development		145,500
Total Materials & Labor		6,895,210
Estimating Level of Confidence Buffer	10.00%	689,521
General Conditions	10.00%	758,473
Overhead	3.00%	250,296
Profit	7.00%	601,545
Insurance	1.50%	137,926
Bonding	1.50%	139,995
Scope Contingency	25.00%	2,368,241
Construction Contract Contingency	10.00%	1,184,121
Miscellaneous Construction Costs		355,236
SOFT COSTS		5,523,086
External Soft Costs ¹		2,198,123
Internal Soft Costs ²		3,324,963
TOTAL PROJECT COSTS		18,903,649

1 Includes design services, technical professional services, permitting costs and other fees

2 Includes staff costs like project management, public involvement, and overhead

Implementation Strategy



Phasing

Due to the high demand for open space in East Portland, PP&R aspires to build the park in a single phase. The existing community garden on the site, managed by Outgrowing Hunger, plans to continue as an interim use until park construction begins.

Estimated Costs

The estimated total project cost, including soft costs such as design services and staff time, is \$18,903,649. This estimate assumes start of construction in FY2018. A summary of cost by feature is included in the table on the opposite page. See Appendix C for a more detailed breakdown of these costs.



Appendices



Appendix A: Outreach Meeting Notes

- A.1 - PAC Meeting #1
- A.2 - Public Meeting #1
- A.3 - TAC Meeting #1
- A.4 - PAC Meeting #2
- A.5 - Public Meeting #2
- A.6 - TAC Meeting #2
- A.7 - PAC Meeting #3
- A.8 - Public Meeting #3
- A.9 - Stakeholder Focus Group Meetings
- A.10 - TAC Meeting #3
- A. 11 - Adjacent Neighbors Meeting
- A. 12 - PAC Meeting #4

Appendix B: Traffic Safety Study

Appendix C: Concept Cost Plan

M E E T I N G R E C O R D

Project	DIV-150 - SE 150 th Ave & SE Division St Park Property Master Plan	Meeting Type	Meeting Notes
Date	7.13.16	Time	6:00-8:00 PM
Subject	Citizen Advisory Committee (CAC) Meeting #1		
By	Tim Strand	To	Jaime English, Hun Taing - PP&R

Attendees

Portland Parks & Recreation (PP&R) : Jaime English, Elizabeth Kennedy-Wong, Daniel Kim, Tam Tieu, (Hun Taing not present)

Citizen Advisory Committee (CAC): Laura Lirette, SB, Som Subedi, Bimala Wagley, Lynn Handlin, Yelena Roslaye, Cin Suan (Amber Smith, Jenny Glass, Anotnio Subira, Christopher Williams, Natalya Soboleskaya, Gladys Ruiz, Dilli Wagley, Thang Khaw Mang - not present)

Mayer/Reed (M/R): Carol Mayer-Reed, Tim Strand, Shannon Simms

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

The following is a record of the CAC meeting #1 held on July 13, 2016 at the Arbor Glen Apartments Community Room, 2609 SE 145th Avenue.

1. Process overview

- After introductions, Jaime walked the group through the project schedule.
- Jaime and Elizabeth then led a discussion to solicit group values as well as the process by which the CAC will make decisions in future meetings. Elizabeth underscored the importance of committee consensus, and that not everyone will get everything they want out of the process. Some key discussion topics that emerged included:
 - The neighborhood association is concerned with the lack of action at nearby Parklane Park, and the amount of time it has taken for park features and amenities to be constructed at the site after a lengthy public outreach process. They do not want this outreach process to be a repeat of that experience. There is also concern that many renters in the neighborhood will not have a chance to experience the park they helped plan if it is drawn out too long.
 - Concern was expressed about the park budget established during this master planning process, and whether a "less expensive park" would mean a faster construction (and vice versa). PP&R indicated that consensus on a vision for the park master plan is necessary for a budget to be appropriated for design and construction. Additionally, the vision is important for securing other potential funding sources that could become available throughout the planning and design phases.
 - Crime and a prevalent homeless population in the neighborhood are very important factors to consider throughout this planning process.

2. Park activities exercise & debrief

- M/R prepared 6 photo boards of typical park activities and features for the community to weigh in on. The activities were divided into 6 categories: Outdoor Sports, Games & Play, Nature, Food, Health, and Community Gathering. They also prepared a physical model of the site and context, with flags representing each of the activity categories to be placed on the model to discuss locations of potential activities.

Appendix A.1 - PAC Meeting #1

- Attendees divided into two groups: one group spent 10 minutes with Tim putting dots on their preferred activities (2 per board) while the other group worked with Carol on the model to work through different arrangements of activity flags. Each group then switched to the other activity station for another 10 minutes.
- Themes and discussion topics that emerged from these exercises include:
 - Keep community garden in the existing location, no trees
 - Locate natural features near existing tall trees along east and south sides
 - Locate community gathering spaces in the middle of the park, less noise impact on neighbors
 - Overlap sports and community areas?
 - Where does parking go?
 - Locate sports away from the community garden
 - Keep sports-based areas together
 - Maybe have 2 play spaces at each park entrance
 - Locate play areas near apartments, away from single family homes
 - Play and picnic areas need to be near entry areas, families
 - How to keep soccer balls from going over private property fences?
 - Locate a walking loop around the perimeter of the park
 - Locate sports near noisy Division

** Results of these two activities are shown in the attachments at the end of this meeting record.*

3. Site visit

- The group walked to the park property and walked the site. Key discussion topics included:
 - Noise from Division Street is not pleasant
 - BBQ areas are desired by residents in adjacent apartments where they are not allowed to grill
 - One quarter of residents in apartments adjacent to the existing community garden have disabilities
 - Older residents along the east side of the park are generally not in favor of a new park and have a variety of concerns, including:
 - Safety
 - Homeless people sleeping in or next to their backyard
 - Privacy and protection from noise of future park users
 - Ongoing vandalism along existing fence line
 - This neighborhood has the 3rd highest crime rate in Portland
 - The flag lot at SE corner of the park property is often used by people fleeing from the police
 - Some did not feel listened to during the planning and construction of the new community garden
 - Younger families and multi-generational households surrounding the property are generally more in favor of a new park

4. Final thoughts

- The group went around and added their final thoughts, including:
 - Excitement for the general public to weigh in and curiosity about how they'll respond
 - Encouragement about new activity and "eyes" on the site improving sense of neighborhood safety
 - Engaging local law enforcement to sponsor youth soccer clubs



Photographs of the image boards with stickers



Various activity configurations developed during the flag activity exercise.

M E E T I N G R E C O R D

Project	DIV-150 - SE 150 th Ave & SE Division St Park Property Master Plan	Meeting Type	Meeting Notes
Date	7.16.16	Time	11:00 AM -2:00 PM
Subject	Party in the Park		
By	Tim Strand	To	Jaime English, Hun Taing - PP&R
Attendees			
Portland Parks & Recreation (PP&R) : Jaime English, Hun Taing, Elizabeth Kennedy-Wong, Maya Agarwal, Stefanus Gunawan, Daniel Kim			
Mayer/Reed (M/R): Carol Mayer-Reed, Tim Strand			

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

The following is a record of the "Activity Station" at the Party in the Park community event held on Saturday July 16, 2016 at the SE 150th Ave & SE Division St Park Property.

1. Park activities exercise
 - M/R prepared 6 photo boards of typical park activities and features for the community to weigh in on. The activities were divided into 6 categories: Outdoor Sports, Games & Play, Nature, Food, Health, and Community Gathering. They also prepared a physical model of the site and context, with flags representing each of the activity categories to be placed on the model to discuss locations potential activities.
 - Attendees arrived and were given 12 stickers to place 2 per board on their preferred park activity and/or feature. They then typically moved onto the model station to work through different arrangements of activity flags.
** Results, key themes, and discussion topics of these two activities are shown in the attachments at the end of this meeting record.*
2. Results – Activity Boards
 - Refer to Table 1: Activity Board Sticker Count for the tally of stickers collected during this exercise. Refer to Figure 1 for photos of the boards taken after the exercise concluded.
 - Based on these results, the segment of the local population that participated in this exercise provided a general indicator that tells us:
 - This particular evidence pretty much aligns which what we and the CAC already thought.
 - We can create a prioritized list from these results, but even if something didn't get a lot of votes it may still be worked in as an activity if PP&R and/or the CAC feel differently.
 - We didn't get many "Other" responses so I think this tells us we captured mostly what people want.
 - We will be able to make a lot of these activities work due to the size of the site and spatial and relationship standpoints.
3. Results – Site Model and Activity Flags
 - Refer to Figures 2-5 for photos of the various arrangements of activity flags developed throughout the public event.
 - Themes, discussion topics, and questions that came from this exercise include:
 - Will direct access to the site be provided for adjacent private properties?

Appendix A.2 - Public Meeting #1

- Will there be parking on site, or will park users park on adjacent side streets?
 - All edges of the park must be addressed in a manner that discourage homeless encampments and activity
 - Desire for an active park frontage along SE Division St
 - SE 148th Ave / SE Division St intersection is dangerous – recent pedestrian fatality. How can this intersection be modified to improve pedestrian crossings?
 - How might soccer in this park relate to soccer that currently takes place at the Montessori school property across SE 148th Ave?
 - Not all adjacent residents want this site to be a park, most expressing concerns about unenforced activities that might occur, impacts from parking, homelessness, lack of privacy, etc.
 - Adjacent residents also worried about opening up the SE 150th access at the south end of site for safety and visibility concerns.
 - The three design concepts M/R eventually develops as part of this planning process might be informed by this activity flag exercise.
 - Additional analysis of the site's characteristics will help inform any themes developed based on the exercise
4. Next steps
- M/R will distill the information collected at each station to begin making a list of priorities, and analysis / synthesis questions regarding remaining areas to investigate as we move forward, including:
 - Does the soccer field(s) need to be regulation size and available for league use or more intended for pick-up activities? Is there room for both? How are the fields at Montessori being used?
 - Should basketball be full- or ½-courts for multiple pickup games?
 - What uses such as regulation fields, large events, etc. will generate the need for parking?
 - How do we determine if we provide on-site parking or not?
 - How should we determine what kind of perimeter treatment we will want along property lines? We heard everything from 10' CMU wall to providing "gates for my kids"?
 - How do we begin to address the intersection at 148th & Division? What traffic calming is possible?
 - How large should the community garden be? What is the compatibility of soccer and the community garden or with adjacent private properties with balls flying around? Do we need fencing?
 - Are there nearby group homes to be served? Elderly as a special population that was not well represented?
 - What about the relationships with the nearby schools and churches, etc.
 - What are the opportunities to enliven the Division frontage?
 - Should SE 150th be closed off permanently, or opened up? What are the on site lighting opportunities?

TABLE 1: ACTIVITY BOARD STICKER COUNT

Activity Board	Activity	Votes	Percent of Board	Percent of Total
Outdoor Sports	Soccer	152	45.78%	9.48%
	BMX Pump Track	30	9.04%	1.87%
	Ping Pong	28	8.43%	1.75%
	Basketball	27	8.13%	1.68%
	Kick Volleyball	23	6.93%	1.43%
	Skateboarding	22	6.63%	1.37%
	Softball	15	4.52%	0.94%
	Volleyball	13	3.92%	0.81%
	Disc Golf	13	3.92%	0.81%
	Other (Tennis)	9	2.71%	0.56%
Total		332		20.71%
Games & Play	Splash Pad	106	43.09%	6.61%
	Playground	51	20.73%	3.18%
	Nature Play	44	17.89%	2.74%
	Chess	13	5.28%	0.81%
	Music	10	4.07%	0.62%
	Four Square	9	3.66%	0.56%
	Rezinohki	5	2.03%	0.31%
	Kite Flying	4	1.63%	0.25%
	Yut Nori	4	1.63%	0.25%
	Other	0	0.00%	0.00%
Total		246		15.35%
Nature	Stormwater Garden	59	25.32%	3.68%
	Nature Trail	40	17.17%	2.50%
	Public Garden	37	15.88%	2.31%
	Pollinator Plants	35	15.02%	2.18%
	Shade Trees	21	9.01%	1.31%
	Native Plants	15	6.44%	0.94%
	Birding	12	5.15%	0.75%
	Exploration	8	3.43%	0.50%
	Rainwater Re-use	6	2.58%	0.37%
	Other	0	0.00%	0.00%
Total		233		14.54%
Food	Community Garden	130	33.94%	8.11%
	Picnic Shelter	80	20.89%	4.99%
	Sharing	59	15.40%	3.68%
	Shared Dining	32	8.36%	2.00%
	Cooking	25	6.53%	1.56%
	Education	20	5.22%	1.25%
	Large Group Picnics	15	3.92%	0.94%
	Accessible Gardening	14	3.66%	0.87%
	Orchard	8	2.09%	0.50%
	Other	0	0.00%	0.00%
Total		383		23.89%
Health	Rest	60	26.55%	3.74%
	Fitness	43	19.03%	2.68%
	Bike Riding	28	12.39%	1.75%
	Walking	21	9.29%	1.31%
	Running	20	8.85%	1.25%
	Therapy	14	6.19%	0.87%
	Meditation	14	6.19%	0.87%
	Martial Arts	14	6.19%	0.87%
	Yoga	12	5.31%	0.75%
	Other	0	0.00%	0.00%
Total		226		14.10%
Community Gathering	Movies	64	34.97%	3.99%
	Concerts	29	15.85%	1.81%
	Dog Park	27	14.75%	1.68%
	Outdoor Learning	21	11.48%	1.31%
	Public Art	18	9.84%	1.12%
	Festival	8	4.37%	0.50%
	Performance	7	3.83%	0.44%
	Ceremonies	5	2.73%	0.31%
	Parade	4	2.19%	0.25%
	Other	0	0.00%	0.00%
Total		183		11.42%

Total Votes

1603

Appendix A.2 - Public Meeting #1



Photographs of the image boards with stickers

Opposite page: Various activity configurations developed during the flag activity exercise.



M E E T I N G R E C O R D

Project	SE 150 th Ave and Division St Park Master Plan	Meeting Type	Meeting Notes
Date	7.28.16	Time	1:30-3:00pm
Subject	TAC Meeting		
By	Tim Strand	To	Jamie English
Attendees	Patricia Neighbor, PBOT; Charlie Carroll, Urban Forestry; Laura Niemi, Community Gardens; Scott Domine, Horticulture; Andre Ashley, East Lands Director; Art Hendricks, Equity Team; Adam Kohl, Outgrowing Hunger; Ellen Sweeny, Recreation; Tim Strand, Mayer/Reed; Shannon Simms, Mayer/Reed; Jamie English, Project Manager & Park Planner		

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

Current uses on the site:

- Outgrowing Hunger has a 3 year license to work on park site, 83 families currently each have 450 SF plot, 40 families on the wait list, 1 acre of land, installing a 5' no-climb fence around the garden, has drip irrigation, total budget \$20K, 4000 SF plot for Burmese farmer, removed scotch broom, exposed some of the homes on Taggart that face the park, need to think about privacy of adjacent residents, chose this location because of proximity to Taggart for parking/access (1 in 3 families has a car), square layout requires less fence and fewer irrigation lines, considered the area near Division due to proximity to water meter but it has rocky soil, haven't observed any homeless on the site since the garden went in
- Mobile playground, currently near Division for visibility, but may not be the best location due to noise

Fencing:

- Owner-provided fences may be an economic burden, problematic with maintenance
- Parks would prefer to provide a uniform fence, prefers chain link fence to wood (due to graffiti)
- Transparency is important, allow owners to create privacy on their side if they want

Access:

- Code requirement for a pedestrian connection every 250ft (Patricia Neighbor to confirm), contingent on new development, PPR does not maintain these easements, so can be a maintenance problem, need more info on these requirements
- Maintenance would prefer to use the 150th Ave entrance as primary access to the site, plans to clear vegetation soon
- There may be alternate street standards for Taggart & 150th, best bike/ped access from these streets (not Division)
- Look into BRT plans along Division, contact TriMet;

Restrooms:

- There are not many restrooms in East Portland, need something in this park
- Could be a Portland Loo or a full restroom
- Maintenance and programs could also use storage as part of restroom building (Tuff sheds are not adequate)
- Potable spigot also needed
- Visibility to the street is important

Appendix A.3 - TAC Meeting #1

- Look into ADA requirements, perhaps more than 1 is needed in this park due to distance between Division and Taggart entrances

Parking:

- Programs that would require on-site parking include:
 - Splash pad – will be very popular for families with young kids
 - Soccer – refer to the Lynchwood Park example, 1.5 spectators/player on average, expect more families attending in this neighborhood, 24 cars/game (low estimate)
 - Community garden – Taggart on-street parking spaces frequently fill up particularly after work, visitors need cars for tool and harvest, sometimes harvesting 30 gal bags full of produce
- Any on-site parking will require a gate, park rangers will lock it up at night, maintenance opens in the morning, discourage overnight use

Trees:

- For 7.5 acres, 150 medium trees or 75 large trees will be required, plus parking lot requirement, plus right-of-way requirement (1 tree/25' frontage), 25% minimum cover
- Orchard will not count for canopy requirement, but Urban Forestry may be able to work with BDS on this
- 15' buffer onto private property, so some trees off site will count
- No preservation to worry about
- 2 eagle nests south of park

Sports/Recreation:

- Soccer:
 - No requirement for fencing
 - 110 yards x 50 yards can be played as two fields
 - Adding futsal would be good for winter paly or space to play when turf field is booked, example in Montavilla is busy all the time
 - No soccer nets are currently provided by PP&R, too much theft
- Basketball
 - noisy, locate near Division St
 - consider lighting at night
- Tennis – only 1 tennis court east of I-250
- Hammocks
 - Not a good idea, maintenance problem, people will sleep in them
 - People could bring their own
 - Maybe incorporate as more of a play element, good for older kids who socialize and play

Crime:

- Look at actual crime statistics in the area, there is a perception that there is a lot of crime in the neighborhood
- There was a homicide on 151st Ave related to traffic

END



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

**SE 150th Ave & SE Division St Park Property
Committee Meeting #2
Summary**

September 28th, 2016

EVENT: Committee Meeting #2

DATE/Time: 5:30-7:30, September 28, 2016

LOCATION: Arbor Glen Apartments, 2609 SW 145th Ave

Meeting goal: To get committee feedback on priorities for the vision, goals and activities for the park

Attendees

Committee: Lynn Spitaleri Handlin, Yelena Roslaye, Amber Smith, Laura Lirette, Cin Suan, Thang Khaw Mang

Staff: Hun Taing, Jaime English

Meyer-Reed: Tim Strand, Carol Mayer-Reed, Shannon Simms

Introductions/Icebreaker: The meeting started off with an icebreaker and introductions. Hun gave an overview of the agenda for the meeting.

Park Party Feedback: Hun gave an overview of the feedback received so far from phase 1 that includes the Park Party and Committee Meetings.

The following were the multiple strategies we used to outreach for this event.

- house visiting adjacent neighbors
- posting flyers in nearby businesses
- posting signs at site entrances
- email blast to community stakeholders
- reminder phone calls to neighbors
- Community Engagement Liaisons (CELs) outreach to their constituents

Hun asked for feedback on other strategies for outreach. Committee members suggested sending flyers to Centennial schools, notifying the surrounding religious institutions and mercados nearby.

Hun also reviewed the highlights of concerns and interests for the park:

- Community garden
- Safety and security concerns around illegal activity
- Need for wheelchair accessibility
- Variety of outdoor sports: soccer, bmx pump track, ping pong, basketball, tennis
- Variety of games & play: splash pad, playground, nature play
- Variety of park activities including: walking/running paths, benches, picnic shelter, fitness, rest,
- Variety of community gathering: Movies, concerts, dog park

Appendix A.4 - PAC Meeting #2

Presentation on park information: Tim led a presentation on the existing conditions of the park. There were a few clarifying questions about unmarked cross walks.

Model Exercise: The group moved to doing the model exercise where cutouts of park activities including: soccer, tennis, basketball, dirt bike pump trail, skate dot, picnic shelters, community garden, dog park, plantings, disc golf, plaza and others were available for the committee to begin to experiment with placement of activities on the park. The following are questions/comments identified during the model exercise

- Consider breaking up the community garden (fencing issues?)
- Need for more community lots, demand in the area is high
- Experience entering the park matters
- How does dog park impact neighbors?
- Noisy activities near Division St, to minimize impact on adjacent neighbors
- Activities that require concrete locate near Division St.
- Parking? – need it but also people should walk but at the same time it's not currently pedestrian friendly
- Layout of park from Division St to the back should be hard surface → natural/soft surface, loud → quiet
- The more access to the park the better, too many pedestrian and vehicle traffic on Division St.
- Picnic shelter near community garden
- Need for tennis court (no access to tennis court in the area)
- Loop path w/disc golf?
- Nature play + structure, hybrid
- Lots of trees
- Wild life plantings, native plants that are edible and first consumed by Native Americans
- Edible plantings

Vision drawing: Committee members were asked to draw their hopes for the park.

- Yelena – drew pathways with trees, seating and art
- Mang – drew community garden, splash pad, flowers, plantings
- Lynn – drew lots of food from plantings, activities and lots of trees
- Laura – drew nature playground, organic thimble berry, birds, gods, flowers, things moving loosely through parks
- Amber – drew, lots of people, all ages, grassy fields and trees
- Cin – drew a river flowing through fields and gardens

Vision Priorities: Hun asked the committee to encapsulate their hopes/vision in a few words

- Food plantings for everyone (people & animals)
- Food, Nature, & play for all
- Community gathering spaces
- Variety of casual play including, sports, games, playgrounds

At Public Meeting #2, participants were asked to place and prioritize park activities on the site using a model of the park property and scaled templates of the activities. The following images capture the various designs that came out of that meeting.

Appendix A.5 - Public Meeting #2





Appendix A.5 – Public Meeting #2



M E E T I N G R E C O R D

Project	SE 150 th Ave and Division St Park Master Plan	Meeting Type	Meeting Notes
Date	10.14.16	Time	1:00-2:30pm
Subject	TAC Meeting		
By	Tim Strand	To	Jamie English
Attendees	Charlie Carroll, Urban Forestry; Laura Niemi, Community Gardens; Scott Domine, Horticulture; Andre Ashley, East Lands Director; Adam Kohl, Outgrowing Hunger; Maya Agarwal, Park Planner; Tim Strand, Mayer/Reed; Shannon Simms, Mayer/Reed; Jamie English, Project Manager & Park Planner		

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

Safety

- Pedestrian safety - Division St is a "high crash corridor" designation by PBOT, needs careful review
- Sightlines - view from Division St into and across park is important

Soccer

- Soccer program will drive parking demand; people will want to park as close to the field as possible
- Size of field is not as important as N-S orientation (NE/SW angled field is also good); ability to rotate field to avoid "wear" spots at goals is preferred;
- Maintenance would like flexible space around field so they can move/shift field as it gets torn up
- Restrooms – Portland Loo not enough to support soccer program
- Synthetic turf
 - Parks does not have a good strategy for maintaining it
 - Requires perimeter fencing
 - Prevents passive lawn use

Futsal

- Good for older players – less running
- Synthetic turf – must be gated
- Approx. same size as tennis courts

Parking

- 24 parking spots typically needed for soccer game, more like 30 to serve other park users
- Lot will need buffer to neighbors in SW corner (more than minimum)
- Need to discuss Division St access with PBOT

Tennis

- Parks does not manage courts east of I-205, but there are courts at Centennial, David Douglas, and Park Rose High Schools

Basketball

- Can this be closer to the "heart" of the park? Half court near playground would be good for younger kids, though need to be cognizant of rough language of older teenagers during pick-up games at full courts

Appendix A.6 - TAC Meeting #2

- Many schools have courts, is one needed here?
- 1.5 courts are enough

Dog areas

- Better close to street rather than residences; do not locate adjacent to residential lots in case dogs live there (can be stressful for dogs, owners)
- Proximity to parking is important, so dog owners do not have to bring dogs all the way through the park
- 8ft deep can requires crane truck access, 12' wide path needed

Community Gardens

- Security:
 - Community gardens typically use combo locks, latching gates, and 5' anti-climb perimeter fencing required
 - Theft and vandalism are big issues; people will not commit to maintaining their plots if they are concerned about security
 - July - October plants will impede sight lines
- Need designated dump area(s), truck access directly into fenced area of garden preferred
- Vehicle delivery to garden
 - Need 12' gate for truck access and dump spots
 - Consider 2 dump spots based on size of garden
 - Proximity to Taggart is good for truck access
- "Edible edge"
 - Berry bushes are ok
 - Dwarf or espalier fruit trees are better than full size
 - Portland Fruit Tree Project can get involved
 - Ideally do not spray, or else will need 25' buffer from garden
- Unfenced, "communal" gardens don't work well with vegetables/fruits, but may work with flowers/perennials, pollinator gardens, etc.
- Consider putting the garden inside the circular path, so people can walk around the perimeter

Picnic Shelter

- Visibility to shelter from Division is important

Splash Pad/Play area

- Splash pad
 - Control vault is usually in a big box above ground, maybe can be buried for better visibility
 - Discuss with irrigation division at Parks
 - Huge demand for this in the summer
 - Wood fiber from playground can clog splash pad drain – keep these uses separated
- Sand – not good for maintenance

Planting

- Ecological landscape standards apply

Maintenance

- Currently prefers access on 150th
- Truck access needed for dog park, forestry, lighting, and dump area at garden
- Mowing issues
 - Light poles in pavement
 - Trees planting areas (not lawn)
 - Put mow strip at bottom of fencing or else it will need to be sprayed

Park layout options

- Option 1 - Does not include visibility to picnic shelter from Division St
- Option 3 - Eliminating central spine allows more soccer flexibility
- Option 3 mound – sight lines over/around it are important, allows people to watch court sports on one side, movies in the park on the other

Agenda – SE 150th/SE Division Planning Committee Meeting #3

Jan. 24, 2017; 5:30-7:30pm;

Arbor Glen Apartments

2609 SE 145th Ave

Portland, OR 97236

Meeting Purpose:

- Convey to the committee the alternative design options
- Receive committee input and feedback on the alternative design options
- Discuss proposed stakeholder focus groups
- Receive committee input and feedback on proposed stakeholder focus groups

Committee Attendance

Gladys Ruiz (GR)

Som Subedi (Som)

SB (SB)

Yelena Roslaya (YR)

Lynn Handlin (LY)

Laura Lirette (LL)

PP&R Staff Attendance

Jaime English (JE)

Stefanus Gunawan (SG)

Elizabeth Kennedy-Wong (EKW)

Barbara Hart (BH)

Design Team Attendance

Shannon Sims (SS)

Tim Strand (TS)

1. Social/Eating

2. Introduction/Icebreaker/Overview

- a. Quick introduction of everyone; PP&R staff conducted an ice-breaker to reconnect with group
- b. Reviewed overview of agenda

3. Recap Previous Meetings

- a. Jaime review planning process
- b. JE recapped previous community meetings at Montessori School
- c. Last three months the consultants took community feedback to craft the design options

4. Alternative Design Options Discussion

- a. Shannon reviews the three options from previous community meeting and discuss the feedback we received from community. Below are some findings.
- b. Option 1
 - i. Has soccer field with goals on east/west side
 - ii. Community garden starts from Taggart to all the way across
 - 1. Joins splash pad/playground in southern section
 - iii. Division is heavy and loud with traffic
 - 1. Location is ideal for basketball/skate park/dog park
- c. Option 2
 - i. Community garden tucked in NW corner
 - ii. Soccer in lower SE corner with small dog park near there
- d. Option 3
 - i. Parking at both ends
 - ii. Two soccer fields in southern section
 - iii. Community garden is shifted into the northwest area and bleeds to west area
- e. Tested three comments to PP&R staff
 - i. Option 1 and 3 needs to be fenced
 - 1. May look awkward
 - ii. Hill on Option 3 has challenges with sight lines
 - iii. Parking is challenging
 - iv. Shannon question group about gap between soccer field and community garden
 - v. Gladys Ruiz question: Why is line of sight an issue?
 - vi. Shannon Sims question: Is there a maintenance/storage shed?
- f. Jamie English: Design took the feedback and filtered the information
- g. Orientation for soccer is better preferred to be N/S due to the sun direction
- h. Option 1 is the only one that has a tennis court
 - i. Not too many tennis courts in the eastside
 - ii. Problem is that the courts have a really tall fence
 - iii. It is located in the SE corner because of this reason
- i. Picnic shelter needs to have a good line of sight

5. Alternative Designs Presented

- a. Tim Strands presents two alternative options
 - i. Each option has these elements
 - 1. Soccer field
 - 2. Community garden

3. Parking (40 spots)
 - a. Option 1 has one from SE Taggard and from SE Division
 - b. Option 2 has only SE Taggart entrance
4. Picnic Shelter
 - a. "Heart of the park"
 - b. Social gathering spaces
 - c. Patio/picnic area
5. Playground
 - a. Option 2 is more traditional
 - b. Option 1 is more nature oriented
6. Pollinator Garden
 - a. Area where people can see native plants, pollinator plants
 - b. Dedicated area for folks to garden or see the pollinator plants
7. Community Garden
 - a. Fenced and secured area
- ii. Option 1
 1. Dog park
 - a. There are two dog parks, one for small and one for medium/large
 - b. Tim Strand ask committee the question, "How strongly do you feel to have a dog park?"
 2. Option 2
 - a. Basketball court is centered and tucked away with trees in the north end of park
- iii. **Q & A for Alternative Design Options**
 1. Gladys Ruiz
 - a. I'm curious for the need of a skate park vs. dog park.
 - b. Jamie English said from public feedback, we haven't heard a clear distinction between which is more important
 2. Lynn
 - a. Is there a reason why we can't have a more nature playground instead of a traditional playground in the first option?
 - i. Each element is
 3. Nature based play area is positive
 - a. Splash pad is good to have so kids can cool off
 4. Yelena

- a. Orientation of soccer field on option 2 is better
 - b. Could be more flexible
 - c. Layout gives the amphitheatre feel
 - i. Good for mini-concert/film
 - d. Parking lots on both sides is a plus
 - e. Pollintaor garden is good but can be a size that is between both option
5. Lynn
- a. Loves dogs
 - i. But I don't see the need to have two dog parks
 - b. Preferred nature play area with a good swing set
 - c. Water feature that gets people wet
 - d. Pollinator garden, the bigger the better
 - e. I would like to have less paved paths
6. Gladys
- a. Echo the edible, herb plants in the park
 - b. Community is dedicated to the food plants, but it is nice to have plants for people to see
 - c. The nature based area is great, better to have it in the center, maybe a smaller dog park area
 - d. The parking spot isolates an area, so maybe
 - e. Two dog parks is over kill
 - f. Not super developed park is better; option 2 feels that way
7. Laura
- a. Safety issue with kids in playground
 - i. There is a low fence in the playground
 - b. "I agree with not needing two dog parks, but I think it is important to have one since there are people that have one. Any dog park is an improvement than having no dog park."
 - c. Soccer field is important and will get used, but it does take a lot of real estate
 - d. The two parking areas—part of me says it is better to have a basketball court than two parking areas. I would prefer the parking area that is smaller.
 - i. JE responded—after talking to PP&R staff, people who play soccer come with fields, it is a destination poll, there will be a lot of local neighborhood use

- e. Hill area
 - i. There is no path in the natural space; might be a good place to have a pathway to explore that area
- f. The figure 8 design is a better feel
- 8. Som
 - a. Are we having lights in the soccer field and bball court?
 - i. It would be hard to get lights to illuminate the field/court because it is near people's backyard
- 9. SB
 - a. Option 2 feels really good
 - b. Community garden that is curved makes it really difficult to mark lines
- 10. Additional notes
 - a. Playground:
 - i. Like nature play theme from Opt 1 but prefer splash pad water feature in Opt 2 – people want to cool off in the summer
 - ii. Swings are important
 - iii. Fencing around the playground is important
 - iv. Include swing set
 - v. Prefer nature play style playground with open splash pad (as opposed to nature based water feature)
 - b. Community Garden:
 - i. Prefer the layout in Opt 1 – curves from Opt 2 will be difficult
 - ii. Squared garden is preferred over curves
 - c. Soccer:
 - i. Prefer having more space around the field and the slope/amphitheater in Opt 2
 - ii. Lawn should be flexible for other activities like concerts or movies
 - iii. Prefer option two with soccer and more flexible sloped lawn
 - d. Basketball:
 - i. Prefer Opt 2 with basketball court
 - ii. Include basketball and dog park if possible, make dog park smaller

- e. Parking:
 - i. Parking at both ends of the park is preferred, shown in Opt 1
 - ii. Parking at both ends of the park is preferred to provide access to more of the park and not confuse people looking for access from Division
- f. Pollinator garden:
 - i. A size in between Opt 1 and 2 is good
 - ii. Pollinator garden average size between two options
 - iii. Include native plantings
 - iv. Include edible/herb plantings
- g. "Heart of the Park":
 - i. Like the placement of this in Opt 2, so everything isn't packed into the south end of the site
 - ii. Like heart of park location in option 2 better
 - iii. Opt 2 location offers more "privacy" – not visible from parking area
- h. Dog park:
 - i. It is important to have a dog park, but having one is preferable to two
 - ii. Consider shifting dog park to the southeast corner
- i. Paths:
 - i. Consider ADA access to any hilltops
 - ii. Prefer the feel of the paths in Opt 2, through the canopy
 - iii. Need more path hierarchy, only put 12' wide paths where needed
 - iv. Would like to see some smaller paths/trails that are still accessible but offer a sense of exploration
- j. Splash Pad
 - i. Prefer splash pad over nature play water feature
- k. Lighting
 - i. Pedestrian lighting should be shown
 - ii. Soccer field will be in high demand – consider lighting it

- iii. Overall feel and flow of option two preferred, but also like Option 1

iv. Propose Stakeholder Focus Groups

- 1. PP&R Staff presented the plan of the proposed stakeholder focus groups to the committee

v. End meeting

At Public Meeting #3, participants reviewed two concept designs for the park. They discussed the designs with representatives of the design team and PP&R staff. The concept alternatives are shown on the following pages.

Appendix A.8 - Public Meeting #3

Item	Option 1	
	Size	Notes
Skate Spot	2,500 sf (0.06 acres)	1 skate feature
Parking Lots	Taggart Lot - 30 spaces Division Lot - 10 spaces	20' from adjacent properties
Dog Off-Leash Area	Big dog area - 26,350 sf (0.60 acres) Small dog area - 11,250 sf (0.26 acres)	30' from adjacent properties
Community Garden	54,700 sf (1.25 acres)	12-foot wide gate for truck access from Taggart with 4' WWM Fence
Pollinator Garden	26,00 sf (0.60 ac)	Includes gravel foot path
Soccer Field	135' x 180'	U10 field
Flexible Lawn Area	62,900 sf (1.4 acres)	Includes soccer field, perimeter shade trees
"Heart of the Park": Picnic shelter & area, playground, restroom	28,600 sf (0.66 acres)	South end of park, visible from SE 150th & from SE Taggart
Playground	15,830 sf (0.36 ac)	Nature play elements, includes water play feature
Water play feature	2,670 sf (0.06 acres)	Natural water play feature with rocks, weirs, etc.
Picnic Shelter	2,250 sf (0.05 acres)	Capacity approx. 100 people, restroom included
Picnic Area	3,400 sf (0.08 acres)	6 picnic tables in orchard setting
Restrooms	200 sf	Built into picnic shelter
Basketball Court	—	—
Perimeter Fence	—	—
Paths	2,125 lf	12' width paths, minimum 15' offset from property line
Trees	145 trees	55 large trees 45 medium trees 45 small trees
ROW Pedestrian Improvements	Pedestrian crossings at 148th & Clinton and 152nd & Division under study	

OPTION 1 • OPCIÓN 1 • ОПЦИЯ 1 • विकल्प १ • XULASHADA 1



LEGEND

1. Small dog off-leash area (0.5 acres)
2. Big dog off-leash area (0.5 acres)
3. Pollinator garden with path
4. Community garden (1.5 acres)
5. Soccer field
6. Small dog off-leash area (0.5 acres)
7. Nature playground
8. Nature play water feature
9. Picnic shelter with restaurant
10. Picnic area - outdoor
11. Parking lot (30 spaces)
12. Parking lot (10 spaces)
13. New crosswalk

LEYENDA

1. Área de pastaje (0.5 acres)
2. Área de perros grandes sin correa (0.5 acres)
3. Jardín de polinizador en vía
4. Jardín comunitario (1.5 acres)
5. Canchales de fútbol
6. Área de perros pequeños sin correa (0.5 acres)
7. Área de juego de la naturaleza
8. Juego acuático de la naturaleza
9. Área de picnic cubierto y bar
10. Área de picnic en bruto
11. Estacionamiento (30 espacios)
12. Estacionamiento (10 espacios)
13. Paso de peatones nuevo

Подписи/Обозначения

1. Свободная площадка (одна четверть)
2. Свободная площадка для собак без поводка (0.5 акра)
3. Сады с привлекательными
4. Сады (1.2 акра)
5. Футбольное поле
6. Маленькая свободная площадка для собак без поводка (0.5 акра)
7. Игровая площадка из натуральных материалов
8. Место для игр с водой для детей
9. Место для пикника и туалеты
10. Место для пикника и фруктовые деревья
11. Парковка (30 мест)
12. Парковка (10 мест)
13. Новый пешеходный переход

संकेत

1. छोटे कुत्ते के लिए (0.5 एकड़)
2. बड़े कुत्तों के लिए (0.5 एकड़)
3. पोलिनाटर बगीचा (1.5 एकड़)
4. समुदाय बगीचा (1.2 एकड़)
5. फुटबॉल मैदान
6. छोटे कुत्तों के लिए (0.5 एकड़)
7. प्रकृति खेल मैदान
8. प्रकृति खेल पानी विशेष
9. आराम के लिए बरतन और टैबल
10. आराम के लिए बरतन - फलदार
11. पार्किंग स्पॉट (30 स्पॉट)
12. पार्किंग स्पॉट (10 स्पॉट)
13. नया बाटो चलाए

HALYEYGA

1. Goobha Kishinaweyn (0.5 wanyabood)
2. Goobha wanyabood goob zanyig la'han ku joog ka'han (0.5 wanyabood)
3. Da'yinka wanyabood oo goobay la'han
4. Da'yinka wanyabood oo goobay la'han
5. Goobha wanyabood (1.2 wanyabood)
6. Goobha wanyabood (0.5 wanyabood)
7. Goobha wanyabood oo goobay la'han
8. Goobha wanyabood oo goobay la'han
9. Goobha wanyabood oo goobay la'han
10. Goobha wanyabood oo goobay la'han
11. Goobha la'han goobay (30 goobay)
12. Goobha la'han goobay (10 goobay)
13. New crosswalk

Appendix A.8 - Public Meeting #3

Item	Option 2	
	Size	Notes
Skate Spot	4,000 sf (0.09 acres)	2-3 skate features
Parking Lots	Taggart Lot - 40 spaces	20' from adjacent properties
Dog Off-Leash Area	—	—
Community Garden	55,600 sf (1.28 acres)	12-foot wide gate for truck access from Taggart pkg lot
Pollinator Garden	10,830 sf (0.25 acres)	—
Soccer Field	135' x 210'	U12 field
Flexible Lawn Area	98,700 sf (2.3 acres)	Includes soccer field, perimeter mounds, and shade trees
“Heart of the Park”: Picnic shelter & area, playground, restroom	32,000 sf (0.73 acres)	North end of park, visible from SE Division
Playground	18,200 sf (0.42 acres)	Traditional play elements, includes water play feature
Water play feature	2,000 sf (0.05 acres)	Splash pad
Picnic Shelter	1,600 sf (0.04 sf)	Capacity approx. 100 people
Picnic Area	2,720 sf (0.06 acres)	5 picnic tables in grove setting
Restrooms	Two Portland Loos	(1) at Picnic Shelter, (1) near Taggart entrance
Basketball Court	7,920 sf (0.18 ac)	(1) full size court; 6 hoops
Perimeter Fence	—	—
Paths	2,430 lf	12' width paths, minimum 15' offset from property line
Trees	145 trees	55 large trees 45 medium trees 45 small trees
ROW Pedestrian Improvements	Pedestrian crossings at 148th & Clinton and 152nd & Division under study	



LEGEND

- 1 Skate spot (5-9 features)
- 2 Basketball court
- 3 Picnic area - grove
- 4 Picnic shelter
- 5 Splash pad
- 6 Playground
- 7 Pollinator garden
- 8 Community garden (1-3 acres)
- 9 Soccer field
- 10 Portland lot
- 11 Parking lot (40 spaces)
- 12 New crosswalk

LEYENDA

- 1 Área de patinaje (5-9 plazas)
- 2 Cancha de baloncesto
- 3 Área de picnic en arboleda
- 4 Área de picnic cubierto
- 5 Chaparrero
- 6 Área de juego
- 7 Jardín polinizador
- 8 Jardín comunitario (1-3 acres)
- 9 Cancha de fútbol
- 10 Loteo Portland
- 11 Estacionamiento (40 espacios)
- 12 Paso de peatones nuevo

Подписи/Обозначения

- 1 Скейт-площадка (2-3 вершины)
- 2 Баскетбольный court
- 3 Место для пикника с растительным покровом
- 4 Место для пикника с навесом
- 5 Фонтанчик/гусиная вода
- 6 Игровая площадка для детей
- 7 Сады местных растений
- 8 Огород (1-3 акра)
- 9 Футбольное поле
- 10 Участок (гравий)
- 11 Парковка (40 мест)
- 12 Новый пешеходный переход

संकेत

- 1 स्केट कॉर्नी छत (2-3 शिखर)
- 2 बास्केटबॉल कोर्ट
- 3 पिकनिक इलाका-गुह
- 4 पिकनिक छत टाइल
- 5 स्प्रिंग पद
- 6 खेल मैदान
- 7 पराग शिखर मही बगीचा
- 8 समुदायिक बगीचा (1-3 एकड़)
- 9 फुटबॉल मैदान
- 10 पैकिंग स्पॉट (40 स्थान)
- 11 नया पार्किंग स्पॉट
- 12 नया सड़क कटौत स्थान

HALYEEYGA

- 1 Goocha Khabhahayyika (5-9 wazayabood)
- 2 Goocha Khabhahayyika
- 3 Saaxada La laaga yimaad - Qaybawadi gacsiida
- 4 Saaxada La laaga yimaad oo qal leh
- 5 Ito loyaha la barqashan
- 6 Goocha ciyaara
- 7 Da'jiraha ubaxa
- 8 Da'jiraha Da'jiraynaha (1-3 saaxad)
- 9 Goocha Khabhahayyika
- 10 Saaxada Portland
- 11 Goocha la dhigo Gawaarida (40 gawaarid)
- 12 New crosswalk



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

SE DIVISION & SE 150TH PARKS MASTER PLANS

Outreach and Focus Group Comment Summary

April 17, 2017

1. Overview

The purpose of the SE Division & SE 150th Master Plan Summary of Outreach and Focus Group Comments is to:

- Understand how underserved communities use the SE Division & SE 150th property
- Understand people's experience with SE Division & SE 150th and their preferred future park features
- Ensure that the improvements to the park will provide benefits to all Portlanders and park users

2. Methodology

Portland Parks & Recreation (PP&R) identified an opportunity to engage underserved, immigrant & refugee, and low-income communities in East Portland through targeted focus groups for the SE Division & SE 150th Master Plan process. PP&R contracted the Community Engagements Liaison Services (CELS) to engage the diverse communities, conduct translation services, and co-facilitate the focus group discussion through simultaneous translation. Through the CELs' effort, we were able to create a more equitable and culturally responsive civic engagement process that uplifts the underrepresented, immigrant & refugee, and low-income communities; receive the communities' valuable input through the targeted focus groups; and foster an authentic relationship that builds trust.

The focus groups provided a welcoming space for underrepresented, low-income, and immigrant and refugee communities to express their needs, concerns, and issues around the SE Division & SE 150th Master Plan and an opportunity to review and comment on the current design Options on behalf of their communities.

We reached out to members of the Russian-speaking community, Bhutanese community via Outgrowing Hunger, Somali community, and Human Solutions: Arbor Glen Apartment's residents. We contracted translation services for the Russian-speaking and Somali communities and partnered with Human Solutions: Arbor Glen Apartments and the

Bhutanese Community who are involved with community gardening through Outgrowing Hunger to conduct a cross-cultural communication focus group.

Additionally, we reached out to other groups/organizations to present and discuss the proposed master plan concept designs and receive their input and advise around the concept designs. Those groups/organizations include: Midway Business Association, Participants from SE Division/SE 150th Master Plan Community Meeting #3, and PP&R's Technical Advisory Committee (TAC).

Overall, the focus groups/meetings represent the opinions of approximately 80 individuals. This summary presents the comments of those who participated in the review and discussion of the new parks and the proposed improvements.

Summary of Findings

Approximately 80 individuals participated in the SE Division & SE 150th Master Plans focus groups. Residents and community members were enthusiastic about being engaged in the SE Division & SE 150th Master Plan process and pleased to provide their input on the design concepts.

Overall Design and Layout

In general, community members preferred the overall design of Option 2 over Option 1, with strong support for the location and relationship between the playground area, water feature, picnic area, soccer field and basketball court. However, most favored Option 1's two parking lot areas since it would accommodate more folks and allow more vehicle entrances into the park.

Soccer Field

Community members preferred Option 2's soccer field because soccer is high in demand in East Portland. It was noted that this soccer field might not fulfill the demand in this area, and Midway Business Association and the Spanish-speaking community suggested that PP&R consider a covered futsal court as an additional area for the youth to play.

Picnic Areas

There is a need for more than one sheltered picnic area that would accommodate large groups. The community prefers the picnic area to be close to the play area so parents can see their kids and be close to parking

area/picnic area could potentially be a central place for a farmer's market, public festivals, or a street party. There was a suggestion for a smaller picnic spots for different sized groups also. Additionally, community members favored more than one restroom, similar to Option 2.

Community Garden

Community members mentioned the importance of the community garden. The Slavic community expressed that their older community members come from agriculture life prior to emigrating to the USA, and it has become a life line for them to garden in Portland. The Bhutanese community gardeners preferred Option 1's layout since it would yield more agriculture than Option 2.

Water Feature

There was general support for a water feature that shoots water into the air, a spray or splash pad, rather than a passive water feature. PP&R's Technical Advisory Committee suggested the splash pad be part of the plaza experience north of picnic area and not inside a fenced playground.

Playground

Community preferred the traditional playground equipment citing concerns with the "natural" infrastructure as too dangerous for children and youth. Other safety and security concern revolved around the wooden natural playground being susceptible to fire since the community faced an arson incident with the wooden play structure at the nearby Franciscan Montessori Earth School & Saint Francis Academy. However, the Somali community identified the natural play structure as something that reminded them of how they played in their home country.

Security

Community members underlined current security concerns near the park and neighborhood:

- Light/heavy drug use, vandalism, needles littered around neighborhood
- Sexual assault in the neighborhood area
- Houseless folks camping in the property
- Safety for children especially in areas not well lit
- Ongoing sanitation problems within the area close to the property

Community members also articulated future security concerns once the park is built:

Appendix A.9 - Stakeholder Focus Group Meetings

- Unattended kids at the park is a high security risk
- Tall bushes or heavy foliage in the park
 - Great hiding place for unwanted activities
 - Arson
 - Area for campers to sleep

This indicates the importance of having a thorough Crime Prevention through Environmental Design (CPTED) to address the high security concerns and a collaborative effort with Office of Neighborhood Involvement's Crime Prevention Unit, Police, PP&R's Park Rangers, and neighborhood involvement to address the current and future security concerns. Also, a well-thought out sanitation strategy to include community involvement and participation.

Dog Off-Leash Area

Community members expressed concerns around the dog off-leash area (DOLA). Those concerns are:

- There are community members who do not own domesticated dogs as pets because of cultural differences or other reasons
- Fear of aggressive dogs attacking other people or children
- Atrocious smell of dog fecal matter during the summer time
- Owners currently not taking care after their dogs

Instead, those who highlighted DOLA concerns preferred for more play space for the kids rather than a dog park. However, most of the community members also understood that there are other communities that might like a DOLA and are open to the idea as long as it is limited to one dog park that doesn't take the whole park area.

Appendix A

Appendix A is a detailed visualization of the themes of SE Division/SE 150th property from each community focus groups, organizations, and meetings.

Appendix A.9 - Stakeholder Focus Group Meetings

SE DIVISION & SE 150TH MASTER PLAN PROCESS STAKEHOLDER COMPARATIVE MATRIX

DESIGN ELEMENTS	<i>Midway Business Association February 14, 2017</i>	<i>Russian-Speaking Community February 23, 2017</i>	<i>Bhutanese Community (via Outgrowing Hunger) February 26, 2017</i>	<i>Arbor Glen Apartment's Residents March 1, 2017</i>	<i>Somali Community March 24, 2017</i>	<i>Community Meeting #3 April 6, 2017</i>	<i>PP&R's Technical Advisory Committee, April 21, 2017</i>
<i>Overall</i>	Supportive of designs	Community was supportive of Option Two design	Community was supportive of Option Two design	Community was supportive of Option Two design	Community was supportive of Option Two design	Community was supportive of Option Two design	Prefers Option Two as a committee Highlight horticulturally interesting planting design at entrances
<i>Soccer Field</i>	Soccer demand is high in East Portland. This field will not satisfy all the demand. Consider futsal next to parking lot.	Supportive of option 2 Can volleyball be integrated in soccer field since our community likes volleyball?	Option 2 is preferred		Supportive	Supportive of soccer field Concerned that bigger soccer field will bring bigger events	
<i>Gathering Area/Picnic</i>	Suggested this place could promote a farmer's market Interest in this place to be a central space in the neighborhood for public festivals, a street party	Community suggests picnic to be closer to the play area so parents can watch their kids Also should be close to parking lot for convenience Prefer more than one large picnic areas for other parties		Have a bbq grill in the picnic area. Concern if people bbq, the smoke might cause respiratory issues to kids who are in the play area		Participants preferred Option 2 because it is more open, more open space, larger, sheltered with shade and roof	Provide smaller picnic areas and seating throughout the park Prefer second picnic area near parking and garden at South Side
<i>Community Garden</i>		Supportive of community garden Many Slavic community members come from agriculture life, especially older generation, and community garden is a	Option 1 is preferred because it yields most food for community members; life line for some community members	Supportive of community garden	Ensure Community Garden will be fenced.	Very supportive of Option 1 community garden because it can help with senior citizen's mental health Some asked for more garden space by	Should extend all the way to the corner to avoid blind corner Prefer Option 2 Trash accumulation problems with windy path through

Appendix A.9 - Stakeholder Focus Group Meetings

<i>Community Garden (cont'd)</i>		need for the community; Gardening is a life line for the older generation				limiting the field space People asked how it will be operated in the future, PP&R or Outgrowing Hunger	pollinator garden in Option 1 Square gardens are easier to maintain and allow equitable garden plot division Main path, entrance area at gates need to be hardscape Delivery areas needs to accommodate a seven-yard truck backing up Trees in garden are a nice idea in areas where they won't shade plots, like north end (fruit trees suggested) or to provide shade in gathering areas
DESIGN ELEMENTS	<i>Midway Business Association February 14, 2017</i>	<i>Russian-Speaking Community February 23, 2017</i>	<i>Bhutanese Community (via Outgrowing Hunger) February 26, 2017</i>	<i>Arbor Glen Apartment's Residents March 1, 2017</i>	<i>Somali Community March 24, 2017</i>	<i>Community Meeting #3 April 6, 2017</i>	<i>PP&R's Technical Advisory Committee, April 21, 2017</i>
<i>Water Feature</i>		Prefer water feature that shoots water		Supportive of the water feature that shoots water People travel some ways to go to a park with a water feature There is not A LOT over here. I pack our lunch and swim suit and travel to	Supportive of Option 2 feature	Supportive of water feature that sprays and shoots water	Splash pad included as part of plaza experience north of picnic area, not inside fenced playground

Appendix A.9 - Stakeholder Focus Group Meetings

Water Feature (cont'd)				Columbia Park and Peninsula Park to get relief from the heat and to get water			
Playground	Expect 100s of kids using the playground, need to accommodate the picnic shelter and storage areas for this; need other picnic areas throughout park	Some prefer traditional playground because it is safer and looks nicer Others see value of nature play structures Some see it as what they played in when they were in their own country	Community prefers "heart of the park" to be in the middle for easier access and parents can see the kids as they play		Unsure at first if nature play will work for kids. After PP&R staff explains and shows visuals of nature play to group, group says the natural play structure reminds them of home	Most participants supported nature play and traditional play structure though they indicated that it needs to be safe for kids should PP&R pursue nature play	Separate water feature from playground or any wood chip areas
Security Concern	Drive thru parking lot allows for police drive-thru surveillance; no vehicle access means unlikely police patrol; locking parking lot gates at night; lighting is important Main paths could be bollarded out of the parking lots; allows emergency vehicle access to access park Good CEPTD design reduce negative impacts, but social issues in the area must be addressed first To detract negative nighttime behavior,			No bushes or tall bushes because it will be an easy place for unwanted activities, encampment, drug use A lot of encampment issues in this area currently. Lighting is needed Park needs gate because of crime and vagrants who will vandalize it Sexual assaults on youth in surrounding area A lot of unattended kids at the park, fear of children being snatched "We find needles near the		Don't provide spaces for encampments along S. edge of park Concern – lock 150 th ave entrance at night Concern nefarious parking & noise & view near our houses Concern about jumping over fence	Needs better visibility from Division, consider thinning trees around basketball court Option 2 is better for security and maintenance

Appendix A.9 - Stakeholder Focus Group Meetings

<i>Security Concern (cont'd)</i>	utilize unusual light like bright purple (focuses eyes from street to the spot). Make the light a feature of the park Incorporate vandal resistant materials			bus stop and in neighborhood." Residents cleaning "rigs" left behind by campers			
DESIGN ELEMENTS	<i>Midway Business Association February 14, 2017</i>	<i>Russian-Speaking Community February 23, 2017</i>	<i>Bhutanese Community (via Outgrowing Hunger) February 26, 2017</i>	<i>Arbor Glen Apartment's Residents March 1, 2017</i>	<i>Somali Community March 24, 2017</i>	<i>Community Meeting #3 April 6, 2017</i>	<i>PP&R's Technical Advisory Committee, April 21, 2017</i>
<i>Walking Pathway</i>				Option 2 preferred		Participants preferred Option 1 because pathways are good, but favored the lawn space in Option 2	Provide vehicle access on trails Prefer having "heart of the park" closer to Division
<i>Restrooms</i>	Look into built-in bathroom and storage combo	Place restrooms in Two different locations		Make restrooms visible and not surrounded with too many bushes or trees because of security concerns	Add a "contribution box" for folks to deposit needles. This will help maintain cleanliness in the restroom The sink is better when it is accessible from inside the stall	Restrooms integrated in shelter Portland loo good for washing station on outside; closer to garden Prefer bathroom with running water to wash hands	Restroom by 150 th to south should be closer to garden Maintenance of Loo vs brick and mortar is similar; picked based on what works best for events

Appendix A.9 - Stakeholder Focus Group Meetings

Skate area		Supportive; Option 2 preferred		Supportive; a lot of kids in apartments and community who rides skateboards	Option 2 has more skate trick opportunities	2-3 features skate spot preferred	
Basketball area	Consider basketball court and water feature/entry plaza as a flexible space that can host events Flexible futsal space in basketball area during times when soccer field needs to be closed for seeding	Supportive	The youths in our community would like the basketball court	Supportive Some expressed concerned about vandalism Need lighting	Supportive of basketball court Concern that families near the apartments may hear the basketball players	Supportive of basketball court Likes basketball & Dog Off Leash Area	
Fenced Dog Off-Leash Area (DOLA)	Human-centered or flexible spaces in the park are more important than dog spaces Where is the nearest dog park? If not in this park, where? Prefer the Option without dog park given the high need for parks for people in the area. Shift the dog park away from the Division end of the park to make more human/active space at that end of the park	There was large consensus that the community would prefer an area for kids/teens to do things rather than a dog park because of cultural differences Also, those who does own a dog mentioned to have one dog park instead of Two	The community mentioned culturally it is not a custom for the community to own dogs as pets However, he community understands that there are other communities who might use the park, so the Bhutanese community are open to having a dog park	Most preferred no dog park because <ul style="list-style-type: none"> folks that do not pick up after their dogs fearful of aggressive dogs and being bit Nevertheless, there are no dog park around the neighborhood, and there are dog owners in apartment who potentially could use the dog park	"Our community do not have dogs." Dog area should be away from the kids' area, if it is built; fenced dog area helps Some community member has a real fear of dogs; dogs in their country are wild, aggressive dogs; Preferred other activities instead of dog area	Participants suggested smaller DOLA is better, and kid's area needs to be distant from DOLA One DOLA is ok; not Two Participants also preferred Option Two, but include small dog park. Replace the large DOLA with basketball area Participant said dog park helps build community	Needs vehicle access gates

Appendix A.9 - Stakeholder Focus Group Meetings

DESIGN ELEMENTS	Midway Business Association February 14, 2017	Russian-Speaking Community February 23, 2017	Bhutanese Community (via Outgrowing Hunger) February 26, 2017	Arbor Glen Apartment's Residents March 1, 2017	Somali Community March 24, 2017	Community Meeting #3 April 6, 2017	PP&R's Technical Advisory Committee, April 21, 2017
Parking	Preferred Two parking areas for access Most people will have to drive to reach the park	Group preferred Two separate parking locations	Prefer Two parking spots	Supportive of parking because there will be a lot of users that will drive to the park	The parking lots are very important Option 2's parking lot is preferred because of its size It's good to have a crosswalk on division that connect to the street and the entrance. And also to slow down the traffic on Division entrance	Community preferred Two parking areas which will ease parking in Taggart For security, parking lot should have a gate and should be locked at night Concerns about parking on Woodward Two parking areas are good (make one on Taggart smaller) Suggest possible farmers market in field or parking lot	Small parking off Division provides events staff access to picnic shelter
Lighting	Lighting should be adjustable so some can be turned off for movies in the park Electricity access for event set up is important						

M E E T I N G R E C O R D

Project	SE 150 th Ave and Division St Park Master Plan	Meeting Type	Meeting Notes
Date	4.21.17	Time	9:30-11:00pm
Subject	TAC Meeting		
By	Shannon Simms	To	Jamie English
Attendees	Laura Niemi, Community Gardens; Scott Domine, Horticulture; Andre Ashley, East Lands Director; Adam Kohl, Outgrowing Hunger; Maya Agarwal, Park Planner; Chariti Montez, Events; Barbara Hart, Outreach; Shannon Simms, Mayer/Reed; Jamie English, Project Manager & Park Planner		

THE FOLLOWING IS A SUMMARY OF MEETING DISCUSSION AND DECISIONS. PROVIDE CORRECTIONS OR CLARIFICATIONS WITHIN 2 DAYS.

Overall

- People prefer option 2
- Need better visibility from Division, consider thinning trees around basketball court
- Restroom by 150th to south should be closer to garden
- Splash pad included as part of plaza experience north of picnic area, not inside fenced playground
- Highlight horticulturally interesting planting design at entrances
- Provide smaller picnic areas and seating throughout the park

Maintenance

- Prefer option 2 for security and maintenance
- Community garden fence should extend all the way to the corner to avoid blind corner
- DOLA needs vehicle access gates
- Maintenance of Portland Loo vs. brick and mortar bathrooms is similar, so choose based on what works best for events
- Prefer trails that can be driven on
- Prefer having "heart of the park" closer to Division
- Separate water feature from playground or any wood chip areas
- Maintenance budget for the proposed park activities needs to be considered and accommodated before the park is built

Outgrowing Hunger

- Prefer option 2
- Prefer second picnic area near parking and garden at south side
- Trash accumulation problems with windy path through pollinator garden in option 1
- Square gardens are easier to maintain and allow equitable garden plot divisions

Community Gardens

- Main path in garden should be hardscape so that plots can be measured off it
- Entrance area at gates should also be hardscape for deliveries
- Allow for delivery areas at both ends of the garden, needs to accommodate a seven yard truck backing up
- Trees in garden are a nice idea in areas where they won't shade plots, like the north end (fruit trees?) or to provide shade in gathering spaces

Appendix A.10 - TAC Meeting #3

Events

- Option 2 is preferable for amphitheater, parking and field set up for events. Can project sound toward the north (Division) instead of south (toward neighbors)
- Small parking off Division will help events staff access picnic shelter
- Playgrounds program will easily have 100s of kids, need to size the picnic shelter and storage areas for this, and need other picnic areas throughout park
- Look at built-in bathroom and storage combo
- Park lighting should be adjustable so that some can be turned off for movies in the park
- Electricity access for event set up is important
- Consider basketball court and water feature/entry plaza as a flexible space that can host events
- Programs Portland Parks see in this park include:
 - Farmers markets
 - Movies and concerts
 - Lunch programs
 - Neighborhood night out
 - Sunday parkways style events

Sports fields

- Futsal should be included so that people can play soccer during times when the soccer field needs to be closed for reseeding. Consider putting futsal where basketball court is, and providing a half court
- This soccer field will not satisfy all the demand in the neighborhood. Need to manage demand system-wide, particularly in East Portland where demand is high. Keep track of sports fields at Parklane as design develops
- Futsal works well next to parking

Security

- Drive through parking lot between Taggart and 150th allows for police drive-through surveillance. Police are unlikely to patrol if vehicular access is only off Taggart. Alternately, as recommended by Park ranger supervisor Vicente Harrison, the main paths could be bollarded at the parking lots to allow police and other emergency vehicles access through the park, without the parking lot itself having to go through. This may be the best option.
- Homelessness issues in the area must be addressed. Good design helps reduce negative impacts of people camping in parks, drug use, etc., but the scope of these issues in the larger area must be addressed
- Consider locking the parking lots at night – can an adjacent neighbor be responsible for this?
- Visibility of the heart of the park is best from Division
- Lighting will be important. One option for any areas that might typically attract negative nighttime activity, like the picnic shelter for example, is to have it lit with an unusual light like bright purple, to attract eyes from the street to the spot. Make the light a feature of the park.
- Make a note of vandal resistant materials.

END

May 18, 2017

SE Division and SE 150th Master Plan Process

Adjacent Neighbors Meeting

PP&R Staff

Jaime English

Barbara Hart

Stefanus Gunawan

Adjacent Neighbors

Lori Freiley-Salinas

Miguel Freiley-Salinas

Heidi Koenigsmann

Robert Augur Jr.

Dan Milligan

Bonnie Milligan

Juan Jeronimo-Castañeda

Theresa Taylor

Lorelei Stumpf

Agenda

1. Introduction and Welcome
2. Ice-breaker
3. Reviewed two options
4. Reviewed PI Process to date
5. Review feedbacks & survey results
6. Discussion on neighbor concerns around parking
 - a. Below are notes from the discussion as we reviewed the design elements

Current Security Issues

- Break-ins happen in this area (referencing the Woodward St. area)
- "I've gotten my car robbed twice" (person lives in the Woodward St. area)
- "My car was stolen"

Traffic Increase

- Concern about Woodward St. seeing a traffic increase with new park

Concerns of New Park and Parking Lot

- Concerned that people will park in the suggested parking lot area and bring unwanted activities
- Parking is a concern because it will bring abandoned cars, thievery, camping, homeless folks
- Fear of attracting too much people

Appendix A.11 - Adjacent Neighbors Meeting

- Even with current security cams I have experienced people jumping into our fence
- Worried about partner staying home alone with current security issues
- No parking here, prefer parking to be on Division
- This is a park that is 15 minutes. People should walk to the park. Walk to the park, not drive.
- When you drive pass by Taggart, you cannot see the park currently, so it will be difficult for Police/Rangers to do drive bys and check up on the park
- Garbage increase in the parking lot because campers will deposit their trash in the parking lot
- People can hide in the trees. Trees next to houses might obstruct view from neighborhood houses next to the park, but also provide areas for illegal activities or allow criminals to have view of house
- No parking next to my house
- *I want quite passive things. I want the parking to be next to the Portland Public housing instead of next to my house.

Pros for the Park

- Excited that the park will get kids into physical activity and a desired space
- Enriches the neighborhood
- Garden is a plus
- *"I've been dreaming of a park for 42 years"*

Water Creek

- Water creek has to be very shallow because parents let their kids go out on their own.

Basketball

- Individual heard that there are more incidents/unwanted activities in basketball court areas vs soccer fields

Other Comments

- It helped that can return machine is away from Fred Meyers
- Not turning this place into a low-income type housing
- Barb wires on fences as an idea to stop crime when park is built
- I want to make sure dog owners have a space

May 23, 2017

**SE Division and SE 150th Master Plan Process
Committee Meeting #4**

PP&R Staff

Jaime English
Stefanus Gunawan

Project Advisory Committee

Sumitra Chhetri (sat on behalf of Som Subedi and helped with Nepali translation)
Laura Lirette
Yelena Roslaya
Dilli Wagley

Agenda

1. Introduction and Welcome
2. No ice-breaker because of late start
3. Reviewed meeting overview
4. Revisited previous meeting
5. Review feedbacks & survey results
6. Review comment matrix
7. Discussion on design elements
 - a. Below are notes from the discussion as we reviewed the design elements

Soccer Field/Open Lawn

Committee sees lawn area as more than just soccer field and supports going with a smaller soccer field size as shown in option one, with the sloping lawn area, as shown in option two, allowing for enough buffer between soccer field and garden space for community events such as Sunday Parkways, community market place, and other community-related events

Comments

Laura

- Soccer area and lawn area take a lot of space. Smaller soccer field so we can allow more design elements

Sumitra

- I like the soccer field and DOLA no. 2 design because a lot of communities of color are afraid of dogs
- Soccer fields is already smaller size. If we go with the larger field, we can use it for different events, bigger community events, Sunday Parkways, etc.

Yelena

- Have a buffer between soccer field and whatever element is next to the soccer field

Dilli

- Small soccer field and community garden is good

Appendix A.12 - PAC Meeting #4

- Small dog park is ok
- Having soccer field too close to the community garden is a concern by the community gardeners; prefer to have the soccer field have enough buffer between the garden and soccer field or separating the two apart; balls fly into garden; issues with kids

Gathering area/picnic area

Support for gathering area that is large and a sheltered picnic area along with additional picnic opportunities around park.

Community garden

Support for layout of community garden in Option 1

Comments

- Have enough buffer between soccer field and garden
- Laura cannot support beyond 1.3 acres of community garden space, given the size of the proposed community garden and the limited amount of space
- Recommend to spread more community gardens in nearby areas of outer SE Portland

Water Feature

Support for splash pad style water feature that shoots water and be run through as shown in Option 2

Comments

- Laura has residents from Arbor Glenn Apartments who take the bus and ride for 45 minutes to the nearest splash pad during hot summers. Her residents would highly appreciate the splash pad

Playground

Support for Hybrid or combination of nature play and play structure elements in the park

Comments

- Laura
 - If design team can introduce a hybrid, I support
- Yelena
 - I can support hybrid, but have nature play scattered around instead of one central area, have it sprinkled around
- Sumitra
 - Yes, I support hybrid
- Dilli
 - Yes, I support hybrid

Security Concerns

Support PP&R's ability to create a safe and secured design that address community security concerns

Walking Pathway

Support pathway layout and style of option two with enough width for emergency vehicle access.

Comments

- Laura talked to her residents, and the small curves will exacerbate hiding places for unwanted activities. Prefer option 2
- Yelena supports option 2 because it is easy to navigate
- Sumitra
 - Prefers Option 2
- Dilli
 - Preferred Option 2 because emergency vehicles can access it easier

Restroom

Support single double restroom and storage room structure for simpler maintenance

Comments

- Laura
 - If it is one location and centralize, or close to the picnic area, then it makes sense to have two restrooms together (supports TAC recommendation)
 - I support TAC decision
- Yelena, Sumitra, and Dilli
 - I support TAC decision
 - As long it is equidistance to each other

Skate area, DOLA, Basketball area

The committee felt that both basketball and the DOLA were important to best serve the community. Support for DOLA and Basketball area over the skate area if space does not allow for design to include all three. Due to the insufficient time, the conversation ended early on this topic.

- Sumitra
 - I want basketball courts because I work with youths and youths of color in this neighborhood, and there is a need for basketball
 - If we don't have soccer field and basketball court, then we lose the youth community (teenage kids)
 - Basketball will serve a diverse need
 - Soccer is more organized

**SE DIVISION & SE 150TH MASTER PLAN PROCESS
DESIGN ELEMENT CHART**

DESIGN ELEMENTS	TOPICS			
	General Direction	Concerns	Discussion	PAC Recommendation
<i>Overall</i>	Supportive of Option Two design with some modifications to the elements		Move forward with Option Two overall design	
<i>Soccer Field/ Open Lawn</i>	Supportive of Option 2 soccer field/lawn area	Concern that bigger soccer field will bring bigger events Concern that bigger soccer field means tradeoff of other larger design element	Move forward with Option 2 soccer field/ Open Lawn	Committee sees lawn area as more than just soccer field and supports going with a smaller soccer field size as shown in option one, with the sloping lawn area, as shown in option two, allowing for enough buffer between soccer field and garden space for community events such as Sunday Parkways, community market place, and other community-related events
<i>Gathering Area/Picnic</i>	Supportive of gathering area that is large and sheltered picnic area.	Area close to play area so parents can watch their kids. Prefer additional picnic area for other parties and set in different parts of the park	Opportunity to reposition elements	Support for gathering area that is large and a sheltered picnic area along with additional picnic opportunities around park.
<i>Community Garden</i>	Supportive of community garden	Community gardeners from Bhutanese community and general public from Community Meeting #3 prefer Option 1 since it yields most food	Include Option 1 Community Garden design	Support for layout of community garden in Option 1
<i>Water Feature</i>	Supportive of water feature that shoots water and can be run through (i.e. splash pad style in option 2)		Move forward with water feature that shoots water and can be run through (i.e. splash pad style in option 2) *Do you support?	Support for splash pad style water feature that shoots water and be run through as shown in Option 2
<i>Playground</i>	Nearly equal interest in both styles of play (traditional and nature play structure)	Many of the communities of color preferred traditional playground because it is safer and looks nicer Somali community felt the nature play reminded them of home and what they played on Other community members see value of nature play structures	Opportunity to provide a combination of nature play and traditional play elements that are designed to provide a variety of play experiences and meet playground safety standards.	Support for Hybrid or combination of nature play and play structure elements in the park
<i>Security Concern</i>	Provided PP&R clear and robust security concerns		Create a safe and secured design that address community security concerns	Support PP&R's ability to create a safe and secured design that address community security concerns
<i>Walking Pathway</i>	General consensus with Option 2 pathway		Move forward with Option 2 pathway	Support pathway layout and style of option two with enough width for emergency vehicle access
<i>Restrooms</i>	Supportive of two restrooms option	Security concerns: Make restrooms visible and not surrounded with too many shrubs or trees Restrooms should have running water to wash hands TAC mentioned two restrooms together with storage facility is easier to maintain & fit into park	Design facility that addresses security concerns	Support single double restroom and storage room structure for simpler maintenance

DESIGN ELEMENTS	General Direction	Concerns	Discussion	PAC Recommendation
Skate area	Supportive of Option 2	Competes for space with other elements	Move forward with Option 2 2-3 trick skate spot Do you support?	The committee felt that both basketball and the DOLA were important to best serve the community. Support for DOLA and Basketball area over the skate area if space does not allow for design to include all three. Due to the insufficient time, the conversation ended early on this topic.
Basketball area	Supportive of basketball court for youth	Some expressed concerned about vandalism Need lighting Some preferred DOLA instead of basketball area (refer next line item)	Discuss with PAC due to DOLA issue *Space is limited *Based on community feedback, what is your suggestion for the highest priority between DOLA & basketball court?	Same as above
Fenced Dog Off-Leash Area (DOLA)	Consensus is unclear	Communities of color preferred no DOLA because of cultural reasons Community with dogs preferred DOLA because there isn't a DOLA near the area	Discuss with PAC *Space is limited *Dogs are allowed in Park either if the DOLA exists or if there is no DOLA *Fenced DOLA allows separation and can be located away from garden & play area	Same as above
Parking	General support for two parking lot locations	Neighbors adjacent to the SW corner does not want the parking lot so close to their homes Area is park deficient, so there will be a need for parking and limited parking	Discuss with PAC	Did not have enough time to discuss topic
Lighting	Supportive		Move forward with lighting	

Appendix B: Traffic Safety Study





The Transportation Solution Experts

☎ 503.746.4386 · W nemariam-engineers.com · OR: DMWESB #7323 · WA: DMWBE #D3F8822446

Date: June 25, 2017

To: Tim Strand, ASLA. Mayer/Reed

Copy: Shannon Simms, ASLA. Mayer/Reed

From: Haregu Nemariam, PE. NEA

RE: Preliminary Safety Study for SE 150th Avenue & SE Division Street Parks Project.

This report summarizes our findings of the preliminary pedestrian safety analysis for the proposed SE 150th Avenue & SE Division Street park project (refer to the site vicinity map in the appendix). The project site is in Portland, Oregon.

The purpose of this preliminary safety study is to assess the safety of pedestrian crossings on SE 148th Avenue and on SE Division Street near the project site. The City of Portland Bureau of Transportation (PBOT)'s *"Crosswalk Site Evaluation Guidelines"* will be used to assess the need to enhance pedestrian crossings at the nearby transportation system (See excerpts of the *"Crosswalk Site Evaluation Guidelines"*).

CROSSWALK SITE EVALUATION GUIDELINES

Per PBOT's *"Crosswalk Site Evaluation Guidelines"* pedestrian crossing enhancements are recommended on multi-use streets with average daily traffic greater than 4,000 vehicles per day and adequate stopping sight distance. Per City's guidelines, crosswalk markings with raised median island and rectangular rapid flashing beacon (RRFB) enhancements on multilane streets without raised median island, with speed limit of 35 mph and traffic volume exceeding 4,000 vehicles per day are recommended. (See excerpts from PBOT's *"Crosswalk Site Evaluation Guidelines"* in the appendix).

INTRODUCTION

Project Site Location:

The project site is located on approximately 7.5 acre of vacant land in the Centennial Neighborhood in Portland, Oregon. The project site has approximately 180 feet frontage on SE Division Street with

Nemariam Engineer & Associates, LLC

Portland, Oregon

*SE 150th Avenue/SE Division Street Park Project
June 25th, 2017*

two curb cuts near the east and west property lines. The property is bounded by single-family residences to the south and east, and a mix of institutions, retail and multi-family developments to the north and to the west.

The primary roadway facilities near the project site include SE Division Street to the north, SE 150th Avenue and SE Woodward Street to the south, SE 151st Avenue and SE 152nd Avenue to the east and SE 148th Avenue, SE Clinton Street and SE Taggart Street to the west. Taggart Street and SE 150th Avenue stub into the project site from the west and south side of the project site respectively.

SE 148th Avenue is classified as a transit access street, neighborhood collector street, major emergency response street, and urban road. This street is also classified as a city bikeway for cyclists and city walkway for pedestrians.

SE Division Street is classified as a major transit priority street, district collector street, major emergency response street, and community corridor. SE Division Street is also classified as a city bikeway for cyclists and city walkway for pedestrians.

SE 150th Avenue, SE 152nd Avenue, SE Woodward Avenue and Taggart Street are all classified as local service transit street, local service traffic streets, minor emergency response, and local service roads. These streets are also classified as local service bikeways for cyclists and local service walkway for pedestrians.

Project Description:

Portland Parks & Recreation (PP&R) is proposing to develop the project site as a city park to serve the Centennial Neighborhood. This neighborhood is one of the most park deficient neighborhoods in Portland, Oregon. The park is intended to provide recreational facilities to service the neighborhood area and increase access to land for food production for low-income, minority, refugee and immigrant populations living in East Portland.

The master concept plan for the project proposes two options. The activities that are intended to be supported by the proposed developments in these options include skate spot, community garden, pollinator garden, soccer field, splash pad and basketball (refer to the master concept plan options in the appendix for more details).

The project, also, proposes 40 on-site parking spaces. In Option 1, 10 of the 40 parking spaces are placed near the SE Division Street frontage. The remaining 30 parking spaces are placed near the eastern end of SE Taggart Street. In Option 2, the 40 parking spaces are placed near the eastern end of SE Taggart Street.

Proposed Site Access:

Vehicular access to the 10 parking spaces near SE Division Street in Option 1 is proposed to be off the existing curb cut near the project site's western property line. Access to the 30 parking spaces in Option 1 and the 40 parking spaces in Option 2 is proposed to be off SE Taggart Street. Pedestrian

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access will be provided via SE Division Street, SE Taggart Street and SE 150th Avenue in both Options.

Review of the proposed vehicular access locations revealed that the access locations in both options are consistent with the provisions in PBOT's Administrative Rule Section 17.28.110 for commercial driveway spacing. (Refer to excerpts of Administrative Rule in the appendix for additional details). The provisions in this section allow one driveway for properties with frontage width of less than 100 feet. The provision also allows a minimum of 10 feet and a maximum of 20 feet commercial driveway widths for frontages with less than 51 feet wide. For frontage width of 51 feet or more, a minimum of 20 feet and a maximum of 30 feet driveway widths are allowed.

While the access locations in both options meet the city's access spacing standards, considering the high traffic volume, higher speed and crash frequency on SE Division Street, the access location in Option 2 is preferred. In general, minimizing the number of driveways on high speed and high crash locations is desirable since more conflict points increase the risk of crash occurrence.

Park Scheduling:

Use of park amenities varies depending on the season. Based on information obtained from "*Cully Park Traffic Impact Study, 2015*", it is anticipated that the soccer and basketball court would be busy year-round from 4:00 PM to 10:00 PM Monday to Friday and probably 9:00 AM to 8:00 PM on Saturdays and Sundays. In addition, it is anticipated that park amenities' usage for activities in the two options will be as shown on the chart in Table 1 below.

Table 1
Monthly and Seasonal Activities Chart

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Skate spot												
Pollinator garden												
Community garden												
Soccer field												
Basketball												

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High Usage	
Low Usage	
No Usage	

EXISTING CONDITION

Limits of Study Area & Existing Transportation System:

This section discusses the study area limits and existing transportation system conditions. It is anticipated that the proposed park will attract pedestrian traffic from nearby residents. The nearest marked pedestrian crossings with traffic control devices are located at:

- SE Division Street/SE 148th Avenue: This intersection is approximately 0.1 miles west of the project site. The marked crosswalks on SE Division Street and on SE 148th Avenue are controlled by signal indications.
- SE Division Street/SE 156th Avenue: This intersection is approximately 0.3 miles east of the project site. This location has marked crosswalk with pedestrian crossing signs, raised median island and RRFB (Rectangular Rapid Flashing Beacons) on SE Division Street.
- SE 148th Avenue/SE Clinton Street: This intersection is approximately 0.1 miles west of the project site. There are school crossing signs at the marked crosswalks on SE 148th Avenue.
- SE 148th Avenue/Powell Boulevard: This intersection is approximately 0.3 miles south of the project site. The marked crosswalks on SE Powell Boulevard and on SE 148th Avenue are controlled by signal indications.

Per Mayer-Reed project manager and PBOT's recommendation, three intersections were identified as intersections that will potentially be impacted by the proposed project. These intersections are listed below:

- SE 148th Avenue at SE Clinton Street
- SE Division Street at SE 152nd Avenue
- SE Division Street at SE 148th Avenue

The intersection of SE Division Street/SE 148th Avenue is a four-legged signalized intersection with marked pedestrian crossings on all legs. Parking is prohibited on all approaches of this intersection with "NO PARKING" signs. There are speed reader boards for the east/west approaches on SE Division Street between its intersection with SE 148th Avenue and SE 152nd Avenue. Sidewalks are provided on both sides of SE Division Street and SE 148th Avenue.

SE Division Street at its intersection with SE 148th Avenue has advance school crossing signs for the westbound approach on SE Division Street. There are school crossing signs at the crosswalk

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marking on the south leg and advance school crossing signs on the far side of the intersection on SE 148th Avenue for the northbound approach.

The intersection of SE 148th Avenue/SE Clinton Street is a T-intersection. There is a marked pedestrian crossing on the south leg. There are school crossing signs at the crosswalk marking and in advance of the crosswalk marking for each approach on SE 148th Avenue. In addition, there are flashing beacons with "20MPH SPEED WHEN FLASHING" signs and 35mph speed signs in advance of the intersection for both direction. Parking is prohibited on the west side of SE 148th Avenue between the crosswalk marking and SE Taggart Street and within approximately 100 feet of the crosswalk on the east side of the street with "NO PARKING" signs and yellow curb markings.

The intersection of SE Division Street/SE 152nd Avenue is a T-intersection with no marked pedestrian crossing. At this intersection, SE Division Street has two lanes for each approach with a two-way left turn-lane in the center and bike lanes on both sides of the street. The posted speed on SE Division Street is 30 mph. The north leg of SE 152nd Avenue intersects SE Division Street. SE 152nd Avenue at this intersection is controlled by a stop sign. There are no pavement markings on SE 152nd Avenue. Parking is allowed on both sides of the street. A Physical description of each roadway is summarized in Table 2.

Table 2
Existing Roadway Facilities

Roadway	Classification	No. of Lanes	Posted Speed (mph)	Sidewalks	Bicycle Lanes	On Street Parking	Transit Facilities
SE Division Street	District Collector Street/Community Corridor	4	30	Yes	Yes	No	Yes
SE 148 th Avenue/SE Division.	Neighborhood Collector Street/Urban Road	4 ¹	35	Yes	Yes	No	Yes
SE 148 th Avenue/SE Clinton Street	Neighborhood Collector Street/Urban Road	3 ²	35	Yes	Yes	Yes	Yes
SE Clinton Street	Local Service Traffic Street/ Local Service Road	2	25	Yes	No	No	No

Appendix B: Traffic Safety Study

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SE 150th Avenue/SE Division Street Park Project
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Roadway	Classification	No. of Lanes	Posted Speed (mph)	Sidewalks	Bicycle Lanes	On Street Parking	Transit Facilities
SE 152 nd Avenue	Local Service Traffic Street/ Local Service Road	2	25	Yes	No	Yes	No
SE 150 th Avenue	Local Service Traffic Street/ Local Service Road	2	25	No	No	Yes	No
Taggart Street	Local Service Traffic Street/ Local Service Road	2	25	No	No	Yes	No

1 = A right turn-lane with a pork-chop island for the southbound approach/a large right-turning radius with channelizing island pavement marking for the northbound approach.

2 = A two-way left turn-lane in the center

Availability of transit service/facilities and connections to transit:

Tri-Met Bus line 4 runs along SE Division Street. This bus line provides services between Portland City Center and St. Johns and Portland City Center and Gresham Transit Center. This route is a frequent service route, meaning bus lines run every 15 minutes or better. This bus route also crosses multiple other frequent service bus routes.

There are two westbound bus stops and one eastbound bus stop within the study area. The westbound bus stops are located at the intersections of SE Division Street/SE 152nd Avenue and 118-feet west from the intersection of SE Division Street/SE 148th Avenue. The eastbound bus stop is located 200-feet east from the intersection of SE Division Street/ 148th Avenue.

Daily Traffic Volumes:

Traffic volumes at the study locations are estimated based on traffic counts obtained from PBOT's website (refer to traffic counts in the appendix). The existing year 2017 traffic volumes on SE 148th Avenue at its intersection with Clinton Street was estimated by applying an annual growth rate of 1% to the October 2013 counts taken at the intersection of SE 148th Avenue and Woodward Street (528-feet South of Clinton Street). The 1% annual growth rate applied is assumed to be a conservative estimate of the study area's regional growth. This annual growth rate is based on engineering judgement and information obtained from the "Cully Park Traffic Impact Study, 2015". The existing average daily traffic volume on SE Division Street near its intersection with SE 152nd Avenue is estimated based on traffic counts taken in January and March of 2017 on SE Division Street near its intersection at 152nd Avenue. The existing traffic volume on SE Division Street near its intersection at SE 148th Avenue is assumed to be equal to the volumes near the intersection of SE 152nd Avenue. Table 3 below shows the estimated 2017 daily traffic volumes for the study locations.

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Table 3
Estimated 2017 Daily Traffic

Street Name	Traffic Count Year	Traffic Counts	2017 Traffic Volume
SE 148 th Avenue @ SE Clinton Street	2013	7,576	7,879
SE Division Street @ SE 148 th Avenue	2017	28,160	28,160
SE Division Street @ SE 152 nd Avenue	2017	28,160	28,160

Existing Safety Conditions:

This section evaluates the existing safety condition at the study locations. Review of crash records is essential to reveal general and specific deficiencies in the transportation systems. As part of the study area safety analysis, PBOT's "High Crash Corridor" website and ODOT's available crash data for the most recent three years (2012-2014) at the study locations were reviewed.

Evaluation of PBOT's "High Crash Corridor" website revealed that the segment of SE Division Street near the project site including its intersections with SE 148th Avenue and SE 152nd Avenue is one of the top 30 highest crash streets. Per information obtained from the website, "In 2016 alone, five people died in traffic crashes on SE Division – four people walking and one person driving – and three people sustained life altering injuries. Seven of the collisions occurred on a two-mile stretch between 124th and 156th."

Table 4 below summarizes ODOT's most recent three years (2012-2014) crash data for the study locations. One of the personal injury crashes in Table 4 is a fatal crash involving a school bus, turning right from southbound SE 148th Avenue to westbound SE Division Street, and a pedestrian, crossing SE 148th Street from west to east. In addition, the injury crashes involved a bicyclist crossing SE 148th Avenue and a passenger car turning left from westbound SE Division Street to SE 148th Avenue. (See excerpts from the crash history records in the appendix).

Most injury crashes involved rear-end crashes on SE Division Street. Per crash data report, rear-end crashes were caused by motorist following too closely. The pedestrian and bicyclist crashes were caused by failure to yield right-of-way to pedestrian and bicyclist (refer to crash history records in the appendix for additional detail).

ODOT's crash history at the intersection of SE 148th Avenue/ SE Clinton Street shows a total of 2 crashes. Both crashes involved personal injury and motorcyclists. One of the crashes involved a

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rear-end crash and the other involved a motorist turning left into SE Clinton Street. Per crash history report, the crashes were caused by careless driving.

ODOT's crash history at the intersection of SE Division Street/ SE 152nd Avenue shows a total of 4 crashes, 2 of which involved personal injury. One of the injury crashes involved a non-collision motorcyclist crash and the other involved rear-end crash on SE Division Street. The injury crash involving the motorcyclist was caused by driving more than posted speed, and, the rear-end crash was caused by a motorist following too closely.

Table 4
ODOT Crash Type Summary (2012-2014)

Crash Type Summary							
Intersection	Number of Crashes	Collision Type				Severity	
		Rear End	Turning/Side Swipe	Angle/Fixed Object	Pedestrian /Bike	Property Damage	Personal Injury
SE 148 th Avenue & SE Division St.	46	24	10	8	2	22	42
SE 148 th & SE Clinton St	2	1	1	0	0	0	2
SE 152 nd Avenue & SE Division St.	4	3	0	0	1	2	4

Average critical crash rates at the study locations were calculated to determine relative safety compared to other similar locations. Crash rates for the study locations expressed in crashes per million entering vehicles (MEV) were calculated using the crash data noted above and the procedure outlined in the *"Highway Safety Manual (HSM)"* and *"ODOT's Analysis Procedure Manual (APM), Version 2"*. The results of the individual intersection crash rate calculations were then compared to the published statewide 90th percentile intersection crash rates at similar locations in Exhibit 4-1 of the APM. Below is a list of crash rates obtained from Exhibit 4-1 that are comparable to the study locations (refer to Exhibit 4-1 in the appendix).

- 3-legged un-signalized intersections in urban area = 0.29 Crashes per MEV
- 4-legged signalized intersections in urban area = 0.860 Crashes per MEV

The results of the crash rate calculations for each location are summarized in Table 5 below. Comparison of the crash rates in Table 5 to the statewide 90th percentile intersection crash rates

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shows that the crash rate for the intersection of SE Division Street/SE 148th Avenue exceeded the statewide 90th percentile crash rate at similar locations. This intersection is ranked as the 19th highest crash intersection in PBOT's "High Crash Network Intersections" list (refer to excerpts of the list in the appendix). This list includes intersections with the highest number of reported collisions in the 4-year period from January 2011 through December 2014.

The crash rates for the intersection of SE Division Street/SE 152nd Avenue and the intersection of SE 148th Avenue/SE Clinton Street did not exceed the statewide 90th percentile crash rates for similar locations. The intersections of SE 148th Avenue/SE Clinton Street and SE Division Street/SE 152nd Avenue are not in PBOT's "High Crash Network Intersections" list.

Table 5
Crash Rates (2012-2014)

Intersection	Number of Crashes	Crashes/Year	TEV ¹	Crash Rate ² = (1,000,000*(Crashes/Year))/(365*TEV)
SE Division Street/SE 148 th Avenue	46	15.33	28,160	1.49
SE Division Street/SE 152 nd Avenue	4	1.33	28,160	0.12
SE 148 th Avenue/SE Clinton Street	2	0.67	7,879	0.24

1 = Traffic volume entering the intersection is assumed to be equal to main street daily traffic.

2 = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV).

Site Visit:

A visit of the study locations on February 16th, 2017 indicated that many drivers on SE Division Street and SE 148th Avenue appear to travel at a speed higher than the posted speed. The posted speed during the site visit was 35mph. Per the City Council's March 2017 emergency ordinance the speed limit has recently been revised to 30mph.

SE Division Street is designed as an arterial street. Arterial streets are generally high-speed and high-capacity urban roads. Most pedestrian and bicycle crashes involving personal injury occur on

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arterial streets. Site review of the intersection revealed driveways located within the influence area of the intersections at the study locations.

In addition, field observation of the study location revealed that pedestrians cross SE 148th Avenue mid-block near SE Taggart where a driveway to the school parking lot is located and not at the signed and marked crosswalk at the intersection of SE 148th Avenue/SE Clinton Street. During the site review of the SE 148th Avenue/SE Clinton Street intersection several drivers were stopped by a police officer on what appeared to be speed limit violations.

PLANNED IMPROVEMENTS

In addition to the recent speed limit change noted above, City has accelerated the installation of speed reader board on SE Division Street near its intersection with SE 151st Avenue. Other City of Portland SE Division Street safety improvement projects include:

- Installation of school zone beacon, implementation of access management, signal coordination, installation of dilemma zone detection and southbound slip lane closure at the intersection of SE 148th Avenue/SE Division Street.
- Installation of speed safety camera on SE Division Street at its intersection with SE 154th Avenue.
- Installation of speed reader board on SE Division Street near its intersection with SE 153rd Avenue.
- Installation of buffered bikeway along SE Division Street near the project site.

The projects listed above are scheduled to be complete this year except for the installation of buffered bikeway along SE Division Street project which is scheduled to be completed in year 2018 and the signal coordination and installation of dilemma zone detection which is scheduled to be completed in year 2021.

In addition, Metro is leading the Division Transit and Development Project with the participation of local agencies and community partners, including the cities of Portland and Gresham, Multnomah County, ODOT and Tri-Met. The purpose of this project is to improve transit through the Powell-Division corridor. The improvements on SE Division Street near the project site include:

- Curb ramp improvement at the southeast corner of the intersection of SE 148th Avenue/SE Division Street
- Bus stop shelters improvements near the intersection of SE 148th Avenue/SE Division Street.
- Removal of the bus stops at the intersection of SE Divisions Street/SE 152nd Avenue.

CONCLUSION AND RECOMMENDATION

In addition to the City's current SE Division Street improvements, the improvements listed below are recommended for consideration. The proposed improvements are consistent with PBOT's "Crosswalk Site Evaluation Guidelines".

- a. Reconstruct the intersection of SE 148th Avenue/SE Division Street to include right-turn signals and reduced pedestrian crossing distance for all approaches of the intersection.
- b. Install speed reader board on SE Division Street between SE 145th Avenue and SE 148th Avenue.
- c. Install raised center median on SE Division Street between SE 148th Avenue and SE 152nd Avenue to provide pedestrian refuge area and shorten the crossing distance on Division Street.
- d. Consider detailed engineering study to determine the need for access management measures including relocating the Lynch Park School parking lot driveway to align with SE Taggart Street to discourage crossing at mid-block between SE Clinton Street and SE Taggart Street.
- e. Consider detailed engineering study including pedestrian counts to determine the need for pedestrian crossing enhancements on SE 148th Avenue at the intersection of SE Taggart Street.
- f. Install rectangular rapid flashing beacons (RRFB) on SE 148th Avenue at its intersection with SE Clinton Street.
- g. Install crosswalk markings, rectangular rapid flashing beacons (RRFB) and pedestrian crossing signs at the intersection of SE Division Street/SE 152nd Avenue.
- h. Install raised center median and curb extensions at the intersection of SE Division Street/SE 152nd Avenue.

With the proposed and planned improvements pedestrian can cross SE Division Street and SE 148th Avenue near the project site safely.

APPENDIX

SITE VICINITY MAP & STUDY LOCATIONS

SE 150TH AVENUE/SE DIVISION STREET PARK MASTER PLAN CONCEPT

PBOT'S ADMINISTRATIVE RULE 17.28.110

CROSSWALK SITE EVALUATION GUIDELINES

TRAFFIC COUNTS

CRASH HISTORY RECORDS

EXHIBIT 4-1

HIGH CRASH NETWORK INTERSECTIONS

SITE VICINIT MAP & STUDY LOCATIONS



Study Locations



Project Site



Appendix B: Traffic Safety Study

OPTION 1 • OPCIÓN 1 • ОПЦИЯ 1 • विकल्प १ • XULASHADA 1



LEGEND

- 1 Blank area (1 hectare)
- 2 Big dog off-leash area (0.5 acres)
- 3 Pickleball garden with path
- 4 Community garden (1.5 acres)
- 5 Soccer field
- 6 Small dog off-leash area (0.5 acres)
- 7 Nature playground
- 8 Nature play area features
- 9 Picnic shelter with restroom
- 10 Picnic area - arbor
- 11 Parking lot (20 spaces)
- 12 Parking lot (10 spaces)
- 13 New crosswalk

LEYENDA

- 1 Área de pasto (1 plaza)
- 2 Área de perros grandes sin correa (0.5 acres)
- 3 Jardín de pickleball en vía
- 4 Jardín comunitario (1.5 acres)
- 5 Cancha de fútbol
- 6 Área de perros pequeños sin correa (0.5 acres)
- 7 Área de juego de la naturaleza
- 8 Juego acústico de la naturaleza
- 9 Área de picnic: cubiertos y baños
- 10 Área de picnic: en bosques
- 11 Estacionamiento (20 espacios)
- 12 Estacionamiento (10 espacios)
- 13 Paso de peatones nuevo

Подписи/Обозначения

- 1 Свободная площадь (1 гектар)
- 2 Зона для выгула собак без поводка (0.5 акра)
- 3 Сад с тропинкой
- 4 Огород (1.2 акра)
- 5 Футбольное поле
- 6 Маленькая зона выгула собак без поводка (0.5 акра)
- 7 Игровая площадка из естественных материалов
- 8 Место для игр с водой для детей
- 9 Место для пикника и туалеты
- 10 Место для пикника и фруктовые деревья
- 11 Парковка (20 мест)
- 12 Парковка (10 мест)
- 13 Новый пешеходный переход

संकेत

- 1 खाली क्षेत्र (१ हेक्टेयर)
- 2 बड़े कुत्तों के लिए बिना बंधन के खेलने का क्षेत्र (०.५ एकड़)
- 3 पिकलबॉल गार्डन के साथ पथ
- 4 समुदायिक बगीचा (१.५ एकड़)
- 5 फुटबॉल मैदान
- 6 छोटे कुत्तों के लिए बिना बंधन के खेलने का क्षेत्र (०.५ एकड़)
- 7 प्राकृतिक खेल मैदान
- 8 प्राकृतिक खेल क्षेत्र में स्प्रिंग
- 9 पिकनिक स्थल: किचन और बाथ
- 10 पिकनिक स्थल - अर्बोर
- 11 पार्किंग स्थल (२०-स्थान)
- 12 पार्किंग स्थल (१०-स्थान)
- 13 नई बाईपास रोड

HALYEEYGA

- 1 Goboka Khabaaweyyay (1 heyyawood)
- 2 Goboka Khabaaweyyay qabso baayyee lahaan laa joogi lahaan (0.5 maayad)
- 3 Daaribakka abbaan oo qabsoyee laha
- 4 Daaribakka Daaribayyay (1.5 maayad)
- 5 Garabakka lahaan qabso
- 6 Goboka Khabaaweyyay qabso baayyee lahaan laa joogi lahaan (0.5 maayad)
- 7 Goboka Khabaaweyyay oo daboolid ah
- 8 Qabso baayyee daboolid ah lahaan lahaan qabso
- 9 Goboka Khabaaweyyay lahaan qabso baayyee lahaan laa joogi lahaan (0.5 maayad)
- 10 Goboka Khabaaweyyay lahaan qabso baayyee lahaan laa joogi lahaan (0.5 maayad)
- 11 Goboka Khabaaweyyay lahaan qabso baayyee lahaan laa joogi lahaan (0.5 maayad)
- 12 Goboka Khabaaweyyay lahaan qabso baayyee lahaan laa joogi lahaan (0.5 maayad)
- 13 Goboka Khabaaweyyay lahaan qabso baayyee lahaan laa joogi lahaan (0.5 maayad)



Appendix B: Traffic Safety Study

6/12/2017

Chapter 17.28 Sidewalks, Curbs and Driveways | The City of Portland, Oregon

agent when known, or if the post office address is unknown, the notice shall be directed to the owner or agent at the address where the notice was posted. A mistake in the name of the owner or agent, or a name other than that of the true owner or agent of the property, or mistake in address shall not invalidate said notice, but in such case the posted notice shall be sufficient.

17.28.080 Permit for Sidewalk and Curb Repairs.

(Amended by Ordinance Nos. 183348 and 188083, effective July 12, 2013.) After notice to repair defective sidewalk or curb, or both, has been posted, the owner, agent or occupant shall make the repairs within 60 calendar days from the date of posting. Any person desiring to repair a defective sidewalk, curb or both, either before or after notice to repair has been posted, shall first obtain a permit. The permit shall prescribe the kind of repair to be made, the material to be used, and specifications therefore, including the location and size. Any person desiring to construct or reconstruct sidewalk or curb, or both, shall first obtain a permit therefore and pay the fees elsewhere prescribed in Chapter 17.24.

17.28.090 Repair by City of Portland.

(Amended by Ordinance Nos. 183348 and 188083, effective July 12, 2013.) If the owner, agent or occupant of any lot, part thereof or parcel of land which has been posted with notice to repair a sidewalk or curb, or both, shall fail, neglect or refuse to make repairs within the period of 60 calendar days after posting, the City Engineer may as soon as the work can be conveniently scheduled, make the repairs, and the cost shall be determined and assessment made as provided in this Chapter.

17.28.100 Driveways Defined.

(Amended by Ordinance No. 184957, effective November 25, 2011.) As used in this Chapter, the following terms shall have the meaning as set forth below.

- A. "Driveway" means a paved way for vehicular traffic extending from the roadway to the property line across a sidewalk, whether or not such sidewalk is improved, for the purpose of providing access to parking or maneuvering space on abutting property.
- B. "Residential driveway" means a driveway serving a one or two family residence.
- C. "Commercial driveway" means a driveway serving any property except a one or two family residence.

17.28.110 Driveways - Permits and Conditions.

(Amended by Ordinance Nos. 177028, 179845, 182780, 184957 and 188083, effective July 12, 2013.) Upon appropriate application and payment of fees, as provided in Chapter 17.24, the Director of the Bureau of Transportation may issue a permit to construct a driveway in the street area subject to the following conditions:

- A. All driveways shall be constructed according to plans, specifications, and any special conditions fixed by the City Engineer.
- B. Location. No portion of a driveway, excluding ramps if required, shall be located closer than 25 feet from the corner of a lot where two streets intersect.

https://www.portlandoregon.gov/citycode?c=28857#old_461717

8/12/2017

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C. Width of driveways. A permit to construct a driveway in the street area is subject to the following width provisions:

1. Residential driveway:

Private Property Frontage	Minimum Width	Maximum Width
25 ft. or less	9 ft.	12 ft.
26 ft. to 50 ft.	9 ft.	20 ft.
51 ft. to 75 ft.	9 ft.	25 ft.
76 ft. to 100 ft.	9 ft.	30 ft.

More than one driveway may be allowed for frontage up to 100 feet with the approval from the Director of the Bureau of Transportation and the City Traffic Engineer. No less than 5 feet of straight curb must separate service driveways regardless of ownership. Each 100 feet of frontage, or fraction thereof, under single ownership shall, for purposes of this Chapter, be considered a separate frontage.

2. Commercial driveway:

Private Property Frontage	Minimum Width	Maximum Width
50 ft. or less	10 ft.	20 ft.
51 ft. to 100 ft.	20 ft.*	30 ft.

*A commercial driveway for a residential use that provides access for 10 parking spaces or less can be a minimum width of 10 feet, provided the access is on a local service street and will be designed to allow forward motion of all vehicles. However, the City Traffic Engineer may establish conditions regarding width that are deemed necessary to ensure the safe and orderly flow of pedestrians, bicycles and vehicular traffic. These conditions are based on evaluation of speeds, volumes, sight distance, and any other transportation factors that are relevant.

More than one driveway may be allowed for frontage up to 100 feet with the approval from the Director of the Bureau of Transportation and the City Traffic Engineer. No less than 5 feet of straight curb must separate service driveways regardless of ownership. Each 100 feet of frontage or fraction thereof under single ownership shall for purposes of this Chapter be considered a separate frontage.

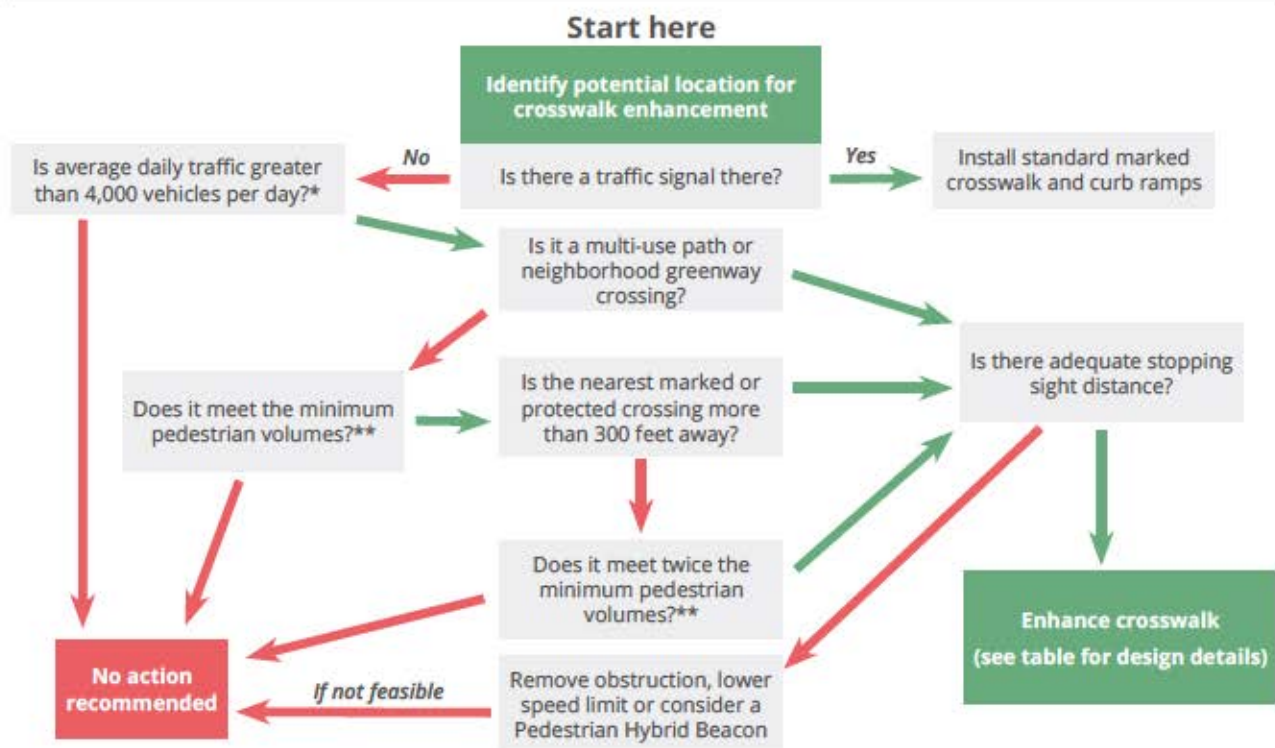
3. Driveways shall be measured lengthwise with the sidewalk on the property line side, and such measurement shall not include the width of ramps extending to the regular sidewalk grade. Ramps, if required, do not constitute part of required minimum or allowed maximum width. Determination of the need or appropriateness of ramps shall be within the sole discretion of the City Engineer.

4. Any driveway at variance with these width limitations shall not be permitted unless the Director of the Bureau of Transportation specifically approves or requires the same. Any applicant requesting a driveway at variance with these standards shall provide such information as the Director of the Bureau of Transportation and the City Traffic Engineer may require in support of the application. The Director of the Bureau of Transportation may establish conditions deemed necessary to insure the safe and orderly flow of pedestrian and vehicular traffic and the decision of the Director of the Bureau of Transportation as to the widths and location of driveways shall be final and conclusive.

https://www.portlandoregon.gov/citycode/?c=28857#cid_461717

CROSSWALK SITE EVALUATION GUIDELINES

How PBOT identifies locations that would benefit from crosswalk enhancements



* Exceptions to the 4,000 VPD threshold may be made for school crossings that are patrolled

**Minimum 20 people walking or biking per hour in any one hour



CROSSWALK DESIGN BY ROADWAY TYPE*

	VEHICLE ADT > 4,000 - 9,000			VEHICLE ADT > 9,000 - 12,000			VEHICLE ADT > 12,000 - 15,000			VEHICLE ADT > 15,000		
	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH
TWO LANES	●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITH RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
THREE LANES WITHOUT RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITH RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●
MULTILANE WITHOUT RAISED MEDIAN	●	●	●	●	●	●	●	●	●	●	●	●

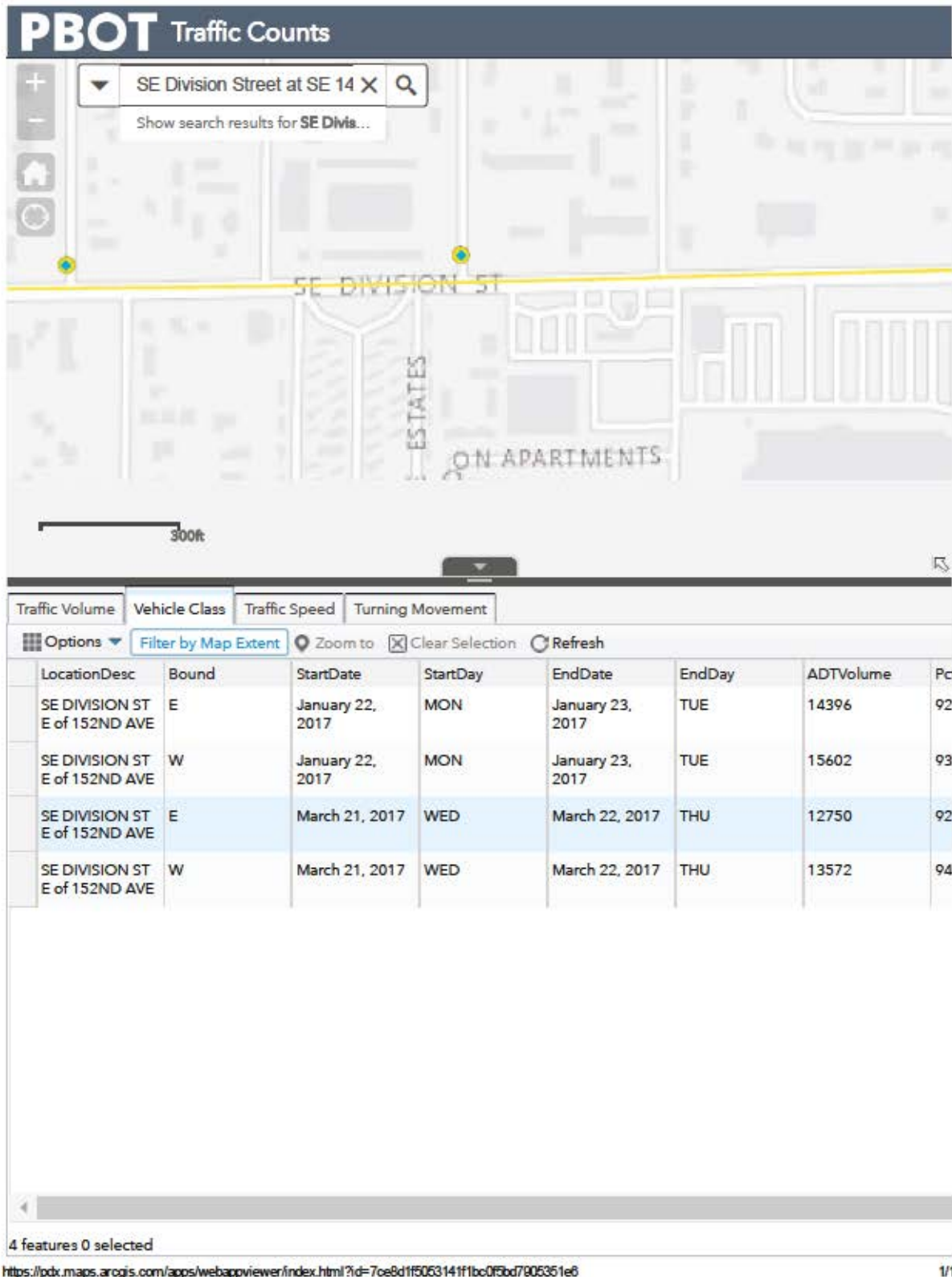
* All crossings must be scoped by an engineer to ensure recommended treatment is appropriate and ADA ramps and illumination are in place.

- Marked Crosswalk
- Marked Crosswalk, island or curb extensions, enhanced signing and striping
- Marked Crosswalk and enhanced/active warning (islands and RRFB's)
- Marked Crosswalk and pedestrian hybrid or full signal



4/18/2017

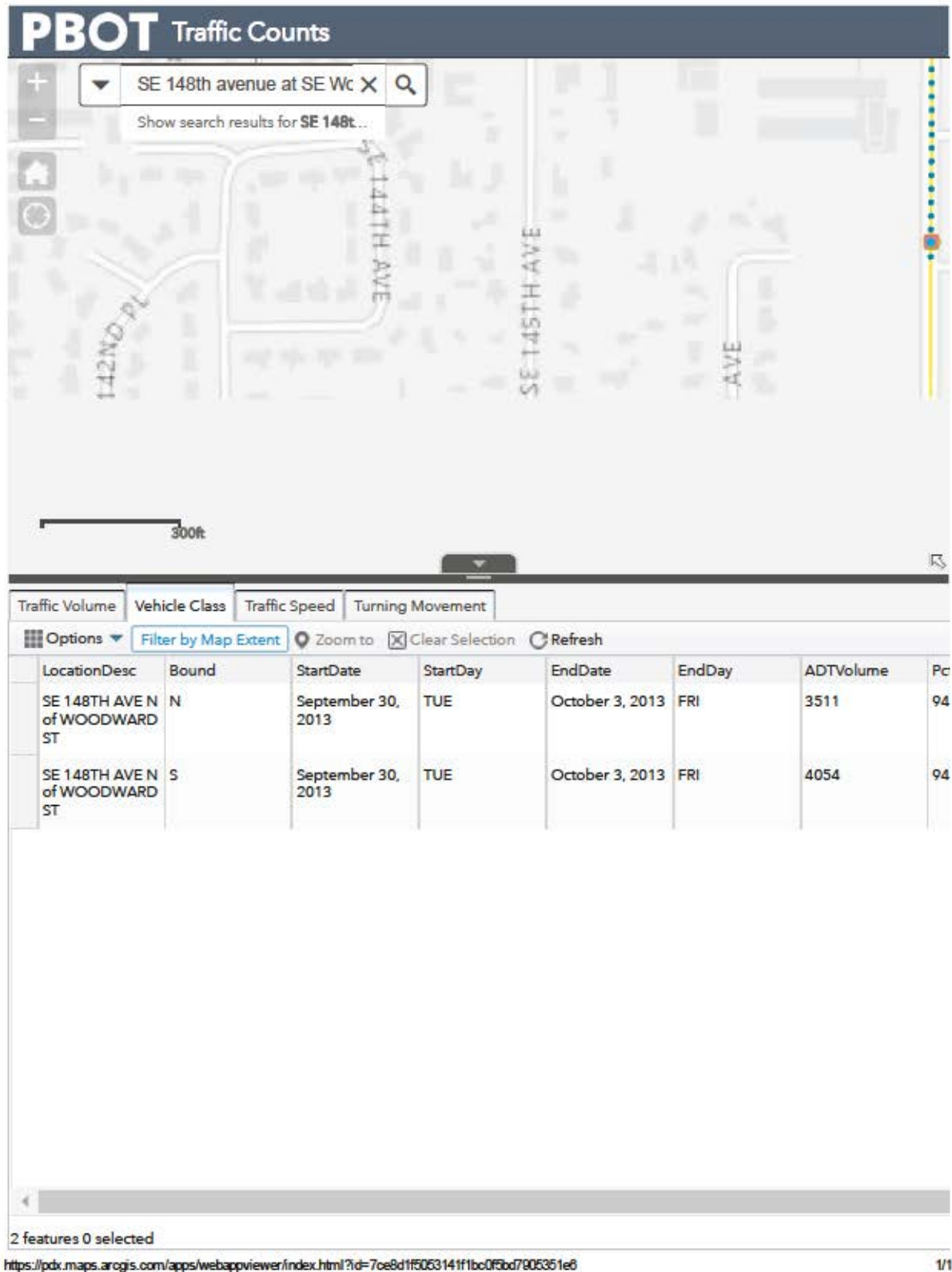
Traffic Counts



Appendix B: Traffic Safety Study

4/18/2017

Traffic Counts



PAGE: 1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

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CD390 2/3/2017		OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT URBAN NON-INTERSECTION CRASH LISTING																				PAGE: 2
CITY OF PORTLAND RE, MULTNOMAH COUNTY		SE 149th Avenue & SE Division Street plus 100 feet January 1, 2012 through December 31, 2016																				
SECT	CD	DATE	CITY STREET	RD CHAN	INT-TYP	INT-REL	OFF-RO	WDR	CHALK TYP	APCL USE	TRF QTY	MOV	PRM	PRC	INJ	A	E	LIC	PRD	ACTN	EVENT	CRASH
INVEST	E L O M R	DAY/TIME	FIRST STREET	DIRECT	(MORR)	LANE	TRAF	RIGHT	COLL TYP	VER	VER TYPE	PRM	PRM	PRC	INJ	A	E	LIC	PRD	ACTN	EVENT	CRASH
UNLOC	S C S E K	LAT/LONG	INTERSECTION REQ #																			
10500	H H H	06/27/2012 14	SE DIVISION ST	STNGHT		H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	20	H	OTH-Y	028	000	02
NOE	THU 2P	15	SE 149TH AVE	E	(MORR)	LANE	H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	22	F	OTH-Y	020	000	02
NO	45 30 14.73	-122 30 25.45	1	05	(102)		H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	47	F	OTH-Y	020	000	02
10440	H H H	10/01/2012 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	26	F	OTH-Y	026	000	01
NOE	THU 2P	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	21	F	OTH-Y	026	000	01
NO	45 30 15.20	-122 30 36.15	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	62	F	OTH-Y	026	000	01
10766	H H H	05/16/2013 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	29	F	OTH-Y	026	000	01
CITY	THU 1P	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	28	F	OTH-Y	026	000	01
NO	45 30 15.20	-122 30 36.15	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	36	F	OTH-Y	026	000	01
10993	H H H	10/04/2013 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	27	F	OTH-Y	026	000	01
NOE	THU 2A	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	27	F	OTH-Y	026	000	01
NO	45 30 15.20	-122 30 36.15	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	27	F	OTH-Y	026	000	01
05040	H H H	05/16/2014 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	60	H	OTH-Y	026	000	01
NOE	THU 7P	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	41	F	OTH-Y	026	000	01
NO	45 30 15.20	-122 30 36.15	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	53	H	OTH-Y	026	000	01
06600	H H H	06/29/2014 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	27	F	OTH-Y	026	000	01
NOE	THU 4P	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	53	H	OTH-Y	026	000	01
NO	45 30 15.20	-122 30 36.15	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	53	H	OTH-Y	026	000	01
09064	H H H	06/07/2014 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	60	H	OTH-Y	026	000	01
NOE	THU 11P	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	46	F	OTH-Y	026	000	01
NO	45 30 14.46	-122 30 25.29	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	46	F	OTH-Y	026	000	01
09260	H Y H H H	09/04/2014 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	41	H	OTH-Y	026,043,051	000	01,33
CITY	THU 7P	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	41	H	OTH-Y	026,043,051	000	01,33
NO	45 30 15.20	-122 30 36.15	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	41	H	OTH-Y	026,043,051	000	01,33
13006	H H H	12/03/2014 14	SE DIVISION ST	INTER	CRDGR	H		H	CLR	0-LETOP	01	DRVR	DRVR	01	DRVR	DRVR	60	F	OTH-Y	026,043,080	000	05,27
NOE	THU 7A	0	SE 149TH AVE	E			H	DRY	NSAR	PRVTE	E M			02	DRVR	DRVR	60	F	OTH-Y	026,043,080	000	05,27
NO	45 30 15.20	-122 30 36.15	1	04			H	DRY	NSAR	PRVTE	E M			03	DRVR	DRVR	60	F	OTH-Y	026,043,080	000	05,27

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[illegible]

Appendix B: Traffic Safety Study

CD380 2/1/2017		OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT URBAN NON-FOOTED CRASH LISTING SE 148th Avenue & SE Division Street plus 100 feet January 1, 2012 through December 31, 2016																				PAGE: 4
CITY OF PORTLAND RE, MULTNOMAH COUNTY																						
ACR#	DATE	CITY STREET	RD CHAN	INT-TYP	INT-REL	OFF-RO	WTHA	CHALK TYP	APCL USE	MOVE	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	
INVEST	E L O H R DAY/TIME	PC	DISTNC	INT-TYP	INT-REL	OFF-RO	WTHA	CHALK TYP	APCL USE	MOVE	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	
UNLOC	D C S L R LAT/LONG	PC	DISTNC	INT-TYP	INT-REL	OFF-RO	WTHA	CHALK TYP	APCL USE	MOVE	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	PRCH	
12453	11/13/2012 14	SE DIVISION ST	INTER	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
NONE	7:46 4P 0	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 15.20 -122 30 36.12	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04152	03/30/2013 13	SE DIVISION ST	INTER	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
NONE	8:41 4P 0	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 19.04 -122 30 36.69	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03704	01/24/2014 14	SE DIVISION ST	INTER	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
NONE	7:41 4P 0	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 15.20 -122 30 36.12	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02945	01/31/2014 14	SE DIVISION ST	INTER	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
CITY	7:41 3A 0	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 15.20 -122 30 36.12	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07773	03/01/2014 14	SE DIVISION ST	INTER	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
NO APT	7:41 11A 0	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 15.20 -122 30 36.12	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04925	07/08/2014 14	SE DIVISION ST	INTER	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
NONE	7:46 11A 0	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 15.20 -122 30 36.12	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10575	09/28/2012 14	SE DIVISION ST	STRAIGHT	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
NONE	7:41 12P 30	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 15.18 -122 30 39.39	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00921	01/27/2013 14	SE DIVISION ST	STRAIGHT	CRASH	N	TRF SIGNAL	N DRY	2-LETOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	0 STOP	01 NONE	
CITY	8:41 4P 50	SE 148TH AVE	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No	45 30 15.18 -122 30 39.46	1	04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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Appendix B: Traffic Safety Study

004980 2/1/2017 OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
ORIGIN NON-EXETER CRASH LISTING
CITY OF PORTLAND RE, MULTNOMAH COUNTY SE 148th Avenue & SE Division Street plus 100 feet
January 1, 2012 through December 31, 2014

CRASH INVEST UNCLAS	DATE DAY/TIME LAT/LONG	CITY STREET FIRST STREET SECOND STREET INTERSECTION, SEC #	RD CHRG DIRECT LOCUS	INT-TYP (MEDIAN) TRAP- CONTL	INT-REL OFF-RO HIDEY	RDWID HIDEY	CHALK TYP COLL-TYP AVRTY	SPCL USE TRAIL QTY CHALK V8	MOVE FROM TO	PRC TYPE	PRC AVRTY	A # S E REP	PRC LOC	PRC GRADE	ACTS EVENT	CRASH
09558	11/06/2013 14 08:49:00 45.30 122.30 46.15	SE DIVISION ST SE 148TH AVE 1	INTER CH 03	CRASH D	N	N	CLL DRY DRY	AVSL-OTH TUNE TUN	01 NONE PRIVATE PRIVATE	0 STWNT M E M E	01 DOWN DOWN	55 M CR-Y	011	000	000	33
									02 NONE PRIVATE	0 STWNT M E	01 DOWN NONE	51 M CR-Y	011	000	000	00
12460	11/17/2013 14 08:49:00 45.30 122.30 46.15	SE DIVISION ST SE 148TH AVE 1	INTER CH 04	CRASH D	N	N	CLL DRY DRY	AVSL-OTH TUNE TUN	01 NONE PRIVATE PRIVATE	0 STWNT M E M E	01 DOWN NONE	56 M CR-Y	011,020	000	000	33,04
									02 NONE PRIVATE	0 TUNE-L M E	01 DOWN DOWN	56 M CR-Y	011	000	000	00
									02 NONE PRIVATE	0 TUNE-L M E	01 DOWN DOWN	56 M CR-Y	011	000	000	00
11930	11/06/2014 14 08:49:00 45.30 122.30 46.15	SE DIVISION ST SE 148TH AVE 1	INTER CH 04	CRASH D	N	N	CLL DRY DRY	AVSL-OTH TUNE TUN	01 NONE PRIVATE PRIVATE	0 STWNT M E M E	01 DOWN NONE	60 M CR-Y	011	000	000	00
									02 NONE PRIVATE	0 TUNE-L M E	01 DOWN NONE	64 M CR-Y	011	000	000	00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUIT OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

Appendix B: Traffic Safety Study

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHER-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RD
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDMY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISHL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PWNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OTH	MISCELLANEOUS
-	RACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDMY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

Appendix B: Traffic Safety Study

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR=25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRNG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYING	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRTKTR	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVERLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

Appendix B: Traffic Safety Study

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRECT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRECT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHHIK	HITCHHIKING (SOLICITING A RIDE)
008	PUSHER TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC)
010	SUB OTSR	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHED	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTW	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED SEATBELT, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTSR	TRAILER OR TOWED VEHICLE OVERTURNED
022	CH BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEEL OFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOAD SHIFT, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRS&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WASIT?
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANNHOLE
038	ATTENUATE	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SHAKE FOR CHANNELIZATION
042	GRD END	LEADING EDGE OF GUARDRAIL
043	GRDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMENT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLUM	BRIDGE PILLAR OR COLUMN
049	BR GIRDER	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOP SIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VRG OBED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRREG PAVT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER FAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNOW BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VRG HID	VEGETATION OBSCURED VIEW
084	BLOG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENCE/BLD	FENCE OR BUILDING, ETC.
089	OTHER CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON FAR OR DRIVER IN USE)
094	VIOL GOL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (BARTHER OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABRP EDGE	ABRUPT EDGE
099	CELL WTNESD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXED	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WR WORKER	WORK BONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHEELCH	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHEELCH	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIZED STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DISTRACT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DISTRACT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPRES JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWEAVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLER
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	BSMD	SOLID MEDIAN BARRIER
2	DIYMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
7	TEMPORARY
Y	SPUR
Z	OVERLAPPING

Appendix B: Traffic Safety Study

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-F	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

PEDESTRIAN LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNOWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PNGR	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCH-R	FLASHING BEACON - RED (STOP)
003	FLASHBCH-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OPCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WGNAG	WGNAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WHN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR KING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILLUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMP
038	HUMBLE STR	HUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGH/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

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Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

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COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2013 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
YEAR: 2012														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2012 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	2	0	2	0	2	0	2	0	1	1	2	0	0

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

00000 3/3/2013		OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CHAIN ANALYSIS AND REPORTING UNIT URBAN NON-EXETER CHAIN LISTING																				PAGE: 1		
CITY OF PORTLAND RE, MULTNOMAH COUNTY		SE 16TH Avenue & SE Clinton Street plus 100 feet January 1, 2012 through December 31, 2014																						
S D P A Z X W		CITY STREET		RD CHAN		INT-TYP		INT-REL		OFF-RO		MDR		CHRN TYP		EXCL LINK		A S		A S		A S		
INVEST I L O H K DAY/TIME		FIRST STREET		DIRECT		(MIDIAN)		TRAF- KNOT		JRF		COLL TYP		FROM		TALA QTR		O S		L LCHS		RCD		
UNCLTY S C A S E F LAD/LODR		SECOND STREET		LOCH		(BANKS)		CNTRL		DRWY		LIGHT		SVCTY		VIA TYP		PP		PVTY		ACTN		
		INTERSECTION SEC #																						
00054	M H M H H	04/21/2012	14	SE CLINTON ST	INTER	3-LAS	H	N	CLR	N	DAY	0-1 STOP	01	NONE	0	STREET	PROTE	M S	01	DWV	NONE	42	P DR-Y	004,093
				SE 16TH AVE	08	0	UNKNOW	H	DAY	0	0	INT							01	DWV	NONE	42	P DR-Y	004,093
No	47	AD	8.70	-122	30	37.60	1												01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093
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																			01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093
																			01	DWV	NONE	42	P DR-Y	004,093

$$\text{Intersection Crash Rate per MEV} = \frac{\text{Annual Number of Crashes} \times 10^6}{(\text{AADT}) \times (365 \text{ days/year})}$$

The values shown in Exhibit 4-1 represent the 90th percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90th percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90 th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: *Assessment of Statewide Intersection Safety Performance*, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.

Note: Traffic control types include 3SG (three-leg signalized), 3ST (three-leg minor stop-control), 4SG (four-leg signalized), 4ST (four-leg minor stop-control).

4.1.2 Tools and Procedures by Application Type

Safety analysis tools should be specified during the scoping process. Model scoping language is provided in APM Chapter 2. In order to facilitate scoping of tools, this section describes the recommended safety analysis tools and procedures for common application types as shown in Exhibit 4-2. Safety analysis tools are identified in order of increasing level of effort in the chart going from left to right. Plan or project level of detail is shown in increasing level of detail in the chart going from top to bottom. Best practice/recommended methods are shown with closed circles, while open circles identify optional or supplemental methods.

Appendix B: Traffic Safety Study

3/28/2017

High Crash Network Intersections | The City of Portland, Oregon

Portland Bureau of Transportation

Phone: 503-823-5185 Fax: 503-823-7576 1120 SW Fifth Ave, Suite 800, Portland, OR 97204

More Contact Info (<http://www.portlandoregon.gov/transportation/article/519727>)

High Crash Network Intersections



(<http://www.portlandoregon.gov/transportation/40390>) This table lists the intersections in the City of Portland with the highest number of reported collisions in the four-year period from January 2011 through December 2014. Collision totals represent all crashes that were coded to an intersection.

View complete report (<http://www.portlandoregon.gov/transportation/article/549274>)

2014 rank	2013 rank	Location	Crash rate	Total crashes
1	1	SE 122nd & Stark	2.38	163
2	3	SE 174th & Powell	3.68	146
3	4	SE 82nd & Powell	2.13	205
4	2	SE 122nd & Division	2.20	179
5	5	NE 122nd & Glisan	2.32	159
6	6	SE 122nd & Powell	2.03	114
7	7	SE 82nd & Division	1.81	124
8	11	SE 92nd & Powell	1.72	127
9	9	SE 148th & Stark	2.04	97
10	22	SE 136th & Powell	2.23	91
11	8	NE 122nd & Halsey	1.53	126
12	15	SE 92nd & Holgate	2.22	75
13	16	NE 102nd & Glisan	1.87	109
14	18	NE 82nd & Glisan	1.69	102
15	20	NE Glisan & I-205 NB ramp	1.51	111
16	14	SE Cesar Chavez & Powell	1.30	116
17	52	NE 82nd & Fremont	1.99	74
18	21	SE Division & I-205 SB ramp	1.67	94
19	13	SE 148th & Division	1.53	83
20	24	SE 112th & Powell	1.96	72
21	19	SE 162nd & Division	1.87	80
22	29	NE 102nd & Halsey	1.78	80
23	17	NE Killingsworth & I-205 SB	1.18	108
24	31	SE 174th & Division	1.57	75
25	10	SE 7th & Powell	0.99	78
26	30	SE 112th & Division	1.26	89
27	28	SE 82nd & Foster	1.39	90
28	26	SE 96th/99th & Washington	1.88	76
29	12	SW Barbur & Capitol	1.93	77
30	27	NE Killingsworth & I-205 NB ramp	1.19	97

Details and methodology

This data is compiled from data supplied by the Oregon Department of Transportation, Transportation Safety Division, Crash Analysis and Reporting Unit, from records originally received by the Oregon Department of Motor Vehicles. Due to under-reporting of collisions, this list

<https://www.portlandoregon.gov/transportation/58279>

1/2

3/28/2017

High Crash Network Intersections | The City of Portland, Oregon

should not be considered to represent all collisions occurring at the intersections listed.

The City of Portland, Bureau of Transportation did the analysis of the data and prepared the resulting report. Each location was ranked based on metrics in the four year period (2011-2014.) The individual metric ranks were added to together and sorted in ascending order to create our list of high collision locations.

1. Total Number of Crashes

This is the total number of crashes within the four year period from January 1, 2011 to December 31, 2014.

2. Collision Rate

This metric normalizes crash data by considering the number of cars traveling through the intersection. The equation used to compute the collision rate (collisions per million entering vehicles) for these locations is as follows:

$$\text{Collision Rate} = \frac{\text{Crashes}}{4 \text{ Years}} \times \frac{1 \text{ year}}{360 \text{ days}} \times \frac{1}{\text{ADT}} \times 1 \times 10^6$$

ADT is a 24-hour volume count of vehicles entering the intersection in vehicles per day. The volume used is considered to be approximate for a number of reasons; daily variation in counts, the count may not have been taken specifically at the intersection, the count may not be recent enough to reflect current conditions, etc.

3. Total Value of Collisions

The crash values integrate crash severity into the High Crash Listing. This is calculated using National Safety Council monetary crash values (2013) and multiplying these by the total number of each fatality, injury type or property damage only (PDO) crash. Note that the number of fatalities and injuries are sustained injuries, not number of crashes.

Total Value = # FataIs * Fatal \$ + # Inj A * Inj A \$ + # Inj B * Inj B \$ + # In C * Inj C \$ + # PDO * PDO \$

Fatal Value: \$1,500,000

Injury A Value: \$74,900

Injury B Value: \$24,000

Injury C Value: \$13,600

PDO Value: \$9,300

For more information, please contact Wendy Cawley (<http://www.portlandoregon.gov/mailto:wendy.cawley@portlandoregon.gov>), Traffic Safety Engineer, PBOT, 503-823-4396

Appendix C: Concept Cost Plan



10/23/2017

Mail - tstrand@mayerreed.com

DIV-150 - Cost Adjustments

Tim Strand

Tue 10/17/2017 5:47 PM

To: English, Jaime <Jaime.English@portlandoregon.gov>;

Cc: Shannon Simms <:ssimms@mayerreed.com>; Carol Mayer-Reed <carol@mayerreed.com>;

2 attachments (418 KB)

D150_budget Summary_MR edits.xlsx; Cost Report - SE 150th 9.18.17_MR comments.pdf;

Hi Jaime,

Attached is the cost summary with a first pass at adjustments as we discussed. I've also attached the notes to DCW's estimate so you can see specifically what we recommend adjusting. A few notes about the revisions:

- We relied on a couple of bid tabs from recent public projects, one of which is Willamette Park, for unit cost adjustments.
- \$100K Mobilization seems like a reasonable figure
- Construction fencing is only needed at the ROW entries, and along the apartment complex to the west of the site
- We've indicated OPCI (owner provided, contractor installed) on a few of the site furnishings based on how PPR handled Willamette Park – let me know if that seems like a good route to explore.
- There was an inconsistency on the cost summary spreadsheet for the "Playground Areas" item, that did not match DCW's 9/18 estimate. I highlighted it in blue.
- We reduced the overall cost for park structures, skate spot, and the splash pad
- We eliminated a couple items that the project can live without – let us know if you want us to bring back any of those
- DCW had a \$450/lf cost for playground fencing, which we corrected.
- We reduced the parking lot lighting qty, which could probably get even lower

Let us know if you have any questions – I'll be in the office after 10am tomorrow (Wed).

Thanks,
Tim

Tim Strand ASLA, Landscape Architect

Mayer/Reed, Inc. | Landscape Architecture | Urban Design | Visual Communications | Product Design

319 SW Washington St. Suite 820, Portland, OR 97204 D 971.255.4447 T 503.223.5953 mayerreed.com

Prepared For:

MAYER/REED

SE 150th and SE Division

Preferred Option

Concept Cost Plan

10/17/2017 Mayer/Reed corrections
and recommended cost adjustments



SE 150th and SE Division Concept Cost Plan

Prepared for:

Tim Strand
Mayer/Reed
319 SW Washington St
Suite 820
Portland OR 97204

Prepared by:

Andrew Jonsson
DCW Cost Management
500 Yale Avenue North
Suite 100
Seattle WA 98105
425.736.6373

Project Reference: .200

Appendix C: Concept Cost Plan

DCW Cost Management

Preferred Concept Master Plan September 18th, 2017 3

SE 150th and SE Division Concept Cost Plan

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DCW Cost Management

Preferred Concept Master Plan September 18th, 2017 4

SE 150th and SE Division Concept Cost Plan

Overall Summary

	SF	\$/SF	TOTAL
Sitework	328,644	37.48	12,318,941
TOTAL CONSTRUCTION	328,644	37.48	12,318,941

SE 150th and SE Division Concept Cost Plan

Limit of Work Areas

Project Scope Description

The scope of work includes cost planning for the Preferred Concept for the SE 150th and SE Division Street Park Master Plan in Portland, OR. The project includes site development and enhancements. Improvements include picnic and play areas, splash pad, skate park, parking, pedestrian paving, planted areas and lawn spaces.

Project Design

Master Plan Concept Alternates dated June 27, 2017 prepared by Meyer/Reed including areas and imagery. .

Procurement

It is anticipated that the project will be delivered by design, bid, build method. It is expected that there will be 4 to 5 qualified General Contractors to maintain competitive pricing. The start date is anticipated for: Q1 2018. If the project is delayed for any reason, cost modifications will be required.

SE 150th and SE Division Concept Cost Plan

Basis of Estimate

Assumptions and Clarifications

This estimate is based on the following assumptions and clarifications:

- 1 The estimate is based on the drawings listed in the scope of work, and conversations with the architects and
- 2 Standard working hours
- 3 Prevailing wages apply
- 4 Owners soft costs are not included
- 5 Escalation is included to March 2018.
- 6 Remediation is not included

Appendix C: Concept Cost Plan

DCW Cost Management

Preferred Concept Master Plan

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SE 150th and SE Division Concept Cost Plan

Areas & Control Quantities

SF

SF

Net Site Areas

Vehicular paving	9,338
Pedestrian Paving and Hardscape	56,636
Landscaping and Softscape	196,173
DOLA area	13,239
Community garden	50,937
Building Structure - NIC	2,321

Net Site Area	328,644
---------------	---------

TOTAL SITE AREA

Control Quantities

Building Structures	2,321	SF
Picnic Shelter	2,081	SF
Restroom	240	SF
Pedestrian Paving and Hardscape	56,636	SF
Ped Plaza	22,834	SF
Pathway - Primary	25,539	SF
Pathway - Secondary	3,155	SF
Sidewalk	2,659	SF
Concrete pad - community garden	1,751	SF
Concrete pad - site	698	SF
Roads	9,338	SF
Parking lot - Asphalt	9,338	SF
Curb and gutter	647	LF
Landscaping and Softscape	196,173	SF
Lawn	76,502	SF
Planting Area	88,787	SF
Polinator Garden	9,116	SF
Stormwater Planter	2,402	SF
Bark mulch pathways	10,187	SF
Pebbleflex	6,700	SF
Wood Fiber Surfacing	2,479	SF
Other Features		
Bench	7	EA
Picnic Table	24	EA
Ornamental Fence, 4' ht.	944	LF
Seat Wall	689	LF

SE 150th and SE Division Concept Cost Plan

Cost Plan Summary

			%	\$/SF	TOTAL
			Gross Area:	328,644 SF	
G10	Site Preparation		7%	2.70	887,319
G20	Site Improvements		49%	18.23	5,992,690
G30	Site Mechanical Utilities		5%	1.78	585,525
G40	Site Electrical Utilities		8%	2.85	935,250
G	Building Sitework		68%	25.56	8,400,784
SITE ELEMENTAL COST BEFORE CONTINGENCIES			68%	25.56	8,400,784
Z10	Contingency	20.00%	14%	5.11	1,680,157
SITE ELEMENTAL COST INCLUDING CONTINGENCIES			82%	30.67	10,080,941
Z21	General Conditions	12.50%	10%	3.83	1,260,118
Z22	Contractor's Overhead & Profit Fee	5.00%	5%	1.73	567,053
SITE CONSTRUCTION COST BEFORE ESCALATION			97%	36.23	11,908,111
Z30	Escalation to Start Date (Mar 2019)	3.45%	3%	1.25	410,830
RECOMMENDED BUDGET			100%	37.48	12,318,941

G10	G20	G30	G40
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Appendix C: Concept Cost Plan

DCW Cost Management

Preferred Concept Master Plan September 18th, 2017 9

SE 150th and SE Division Concept Cost Plan

Cost Plan

Item Description	Quantity	Unit	Rate	Total	
G10 Site Preparation	328,644	SF	2.70	887,349	\$288,950
G1010 Site Clearing	328,644	SF	1.03	-339,436	\$288,950
Mobilization	1	LS	100,000.00	100,000	
SPCC Plan	1	EA	2,500.00	2,500	
Construction fencing	750	LF	13.00	-37,336	\$9,750
Construction entrances	1	EA	3,500.00	3,500	
Wheel wash	16	MO	850.00	-13,600	\$5,000
Temporary toilets	16	MO	575.00	9,200	
Traffic control - part time	16	MO	2,000.00	-32,000	\$25,000
Daily and final cleanup, incl street cleaning	16	MO	2,000.00	-32,000	\$25,000
Utility protection	16	MO	1,500.00	24,000	
Survey-construction	1	LS	85,000.00	85,000	
Tree protection and monitoring - no work anticipated				NIC	
G1020 Site Demolition and Relocations					
No work anticipated				NIC	
G1030 Site Earthwork	328,644	SF	1.67	-548,483	\$511,655
Cut for new base material and sloping	12,172	CY	15.00	182,580	
Haul debris, assume 20% incl. dump fee	2,434	CY	\$30 -45.00	-109,548	\$73,020
Excavation for footings, bases and vaults	151	CY	30.00	4,523	
Cut for storm planters	178	CY	15.00	2,669	
Structural fill	129	CY	60.00	7,737	
Fill using site cut, assume 80%	9,738	CY	10.00	97,376	
Base aggregates	2,529	CY	40.00	101,178	
Fine grading and compaction	196,173	SF	0.15	29,426	
Erosion control - catch basin filters, sediment trap and monitoring	328,644	SF	0.04	13,146	
G1040 Hazardous Waste Remediation					
No work anticipated				NIC	
G20 Site Improvements	328,644	SF	18.23	5,992,690	
G2020 Parking Lots	9,338	SF	13.84	-429,223	\$88,059
Asphalt parking lot - vehicular rated	9,338	SF	\$6.00 -9.00	-84,042	\$56,028
Concrete vehicular access path	500	SF	\$13.00 -16.50	-8,250	\$6,500
Curb and gutter	647	LF	25.00	16,175	
Striping and directional arrows	9,338	SF	0.52	4,856	
Parking signage	1	LS	2,500.00	2,500	
Security gate	1	EA	\$2000 -5,000.00	-5,000	\$2,000
Wheel stops	28	EA	300.00	8,400	

Appendix C: Concept Cost Plan

DCW Cost Management

Preferred Concept Master Plan September 18th, 2017 10

SE 150th and SE Division Concept Cost Plan

Cost Plan

Item Description	Quantity	Unit	Rate	Total	
G2030 Pedestrian Paving	328,644	SF	3.65	1,200,142	\$900,950
Ped paving - sidewalk	2,659	SF	\$7.50 -15.00	-39,885	\$19,943
Concrete unit pavers, vehicular rated	22,834	SF	\$25.00 -36.50	-833,441	\$570,850
Concrete unit pavers, to basketball court	400	SF	\$25.00 -36.50	-14,600	\$10,000
Concrete paving	25,539	SF	10.50	268,160	
Concrete paving - community garden	2,275	SF	\$7.50 -10.50	-23,888	\$17,063
Concrete pad	698	SF	\$7.50 -15.00	-10,470	\$5,235
Gravel path	3,155	SF	3.07	9,699	
G2040 Site Development	328,644	SF		4,663,325	
Basketball court	4,162	SF	11.47	-47,758	\$38,258
Basketball hoop	2	EA	2,500.00	5,000	
Court surface - asphalt	4,162	SF	7.00	29,134	
Striping	4,162	SF	0.15	624	
OPCI Drinking fountain	1	EA	\$3,500 -8,000.00	-8,000	\$3,500
Water connection	1	EA	5,000.00	-5,000	
					included in above
Community garden	50,937	SF	2.14	-108,975	\$77,438
ADA Planter boxes	9	EA	700.00	6,300	
Drainage layer, 12" depth	7	CY	85.00	623	
Garden planting - owner provided				NIC	
Irrigation, 1 zone and controls	1	LS	1,750.00	1,750	
Topsoil, 24" depth	15	CY	45.00	660	
Bark Mulch path	10,459	SF	1.02	10,653	
Concrete pad	1,751	SF	8.50	-14,804	
					included in G2030
Fence - 6' WWM	1,154	LF	20.80	24,003	
Gravel yard, 12" depth	3,209	SF	3.15	10,102	
Gate - Vehicular	2	EA	\$2000 -5,000.00	-10,000	\$4,000
Garden plots - by others				NIC	
Picnic tables	3	EA	5,500.00	16,500	
Pergola - at shed	125	SF	68.00	8,500	
Tool shed - allow	1	LS	5,000.00	5,000	
Dog off leash area	13,239	SF	12.46	-164,938	\$96,387
Infield Mix, 12" depth	13,239	SF	2.19	28,954	
Bag dispenser	2	EA	850.00	1,700	
DOLA regulatory signage	1	LS	1,500.00	1,500	
OPCI Drinking fountain	2	EA	\$3,500 -8,000.00	-16,000	\$7,000
Fence, ornamental, 4' ht.	555	LF	\$30.00 -50.00	-27,750	\$16,850
Gate	4	EA	\$1500 -3,000.00	-12,000	\$8,000

Appendix C: Concept Cost Plan

DCW Cost Management

Preferred Concept Master Plan September 18th, 2017 11

SE 150th and SE Division Concept Cost Plan

Cost Plan

Item Description	Quantity	Unit	Rate	Total
Gate - Vehicular	1	EA	\$2000 -5,000.00	-5,000 \$2,000
Seat wall				
Capstone	150	LF	63.00	9,450
Stone Veneer	150	LF	140.00	21,000
Concrete wall and footing	44	CY	700.00	31,111
Aggregates	6	CY	85.00	472
Wall drain - not required				NIC
OPCI Trash and recycling receptacles	2	EA	\$500 -2,500.00	-5,000 \$1,000
Water connection <small>included in above</small>	1	EA	5,000.00	5,000
Picnic shelter and restroom	9,116	SF	49.07	447,340 \$400,000
Picnic shelter, pad and footings	2,081	SF	140.00	291,340
Restroom and storage building, incl utilities	240	SF	650.00	156,000
Playground Areas	9,179	SF	81.42	747,393 \$560,013
Play surface - pebbleflex/sim	6,700	SF	45.00	301,500
Curb border	746	LF	32.00	23,872
OPCI Drinking fountain	1	EA	\$3,500 0,000.00	-8,000 \$3,500
Traditional playground equipment - allow	1	LS	125,000.00	125,000
Water connection <small>included above</small>	1	EA	5,000.00	5,000
OPCI Trash and recycling receptacles	2	EA	\$500 -2,500.00	-5,000 \$1,000
Nature playground				
Play surface - engineered wood fiber, 12" depth	2,479	SF	2.41	5,968
Drainage layer - drain rock, 6" depth	2,479	SF	1.57	3,902
Filter fabric layer	2,479	SF	1.15	2,851
Nature playground equipment - allow	1	LS	75,000.00	75,000
Water connection	1	EA	5,000.00	5,000
Fence, ornamental, 4' ht.	414	LF	\$30.00 -450.00	-106,300 \$12,420
ROW development				145,500
New crosswalk	2	EA	18,500.00	37,000
Sidewalk ADA ramps and detection mats	4	EA	3,500.00	14,000
Raised median and pedestrian refuge w/ striping	1	LS	28,000.00	28,000
Raised center median and curb extension - Taggart St.	1	LS	25,000.00	25,000
Signage - speed reader board	1	LS	9,500.00	9,500
Signage - flashing pedestrian crossing beacons	2	EA	10,500.00	21,000
Signage - pedestrian crossing signage	2	EA	5,500.00	11,000
Skate spot	2,187	SF	45.00	98,415 \$75,000
Design/build allowance	2,187	SF	45.00	98,415 \$75,000
Splash pad	1,098	SF	340.00	373,320 \$350,000

SE 150th and SE Division Concept Cost Plan

Cost Plan

Item Description	Quantity	Unit	Rate	Total
Splash pad - allowance, incl. vault, plumbing, and mechanical	1,098	SF	340.00	373,320 \$350,000
Site Features	328,644	SF	1.45	476,720 \$287,600
Benches	7	EA	2,500.00	17,500
Bollards, removable	4	EA	375.00	1,500
OPCI Bollards, standard	6	EA	\$500 850.00	5,100 \$3,000
Bike racks	4	EA	2,500.00	10,000
Landmark art <i>included in PPR costs</i>	1	LS	25,000.00	25,000
Park monument - signage allowance	3	EA	\$12K 48,500.00	55,500 \$38,000
Picnic tables	18 21	EA	5,500.00	115,500 \$88,000
Soccer goals - provided by owner				NIC
Stone Seat Wall - Patio				
Capstone	540	LF	63.00	34,020
Stone Veneer, both sides	540	LF	140.00	75,600
Concrete wall and footing	160	CY	700.00	112,000
Aggregates	40	CY	65.00	2,600
Wall drain - not required				NIC
Wayfinding, allow	1	LS	15,000.00	15,000
OPCI Trash and recycling receptacles	4	EA	\$500 1,850.00	7,400 \$2,000
G2050 Landscaping	328,644	SF	6.25	2,052,966 \$1,719,625
Lawn	76,502	SF		
Hydroseed	76,502	SF	0.35	26,776
Topsoil, 12" depth <i>6" depth</i>	1,417 2,833	CY	\$35 45.00	127,503 \$49,595
Underdrain System - soccer field perimeter	941	LF	27.75	26,113
Planting	100,303	SF		
Topsoil, 12" depth	3,715	CY	\$35 45.00	167,172 \$130,025
Mulch, 2" depth	632	CY	45.00	28,419
Site landscaping - planting	88,787	SF	10.00	887,870
Site landscaping - pollinator planting, incl. seed mix	9,116	SF	8.50	77,486
Site landscaping - stormwater planting	2,400	SF	11.00	26,400
Landscape - seasonal color, 4" pots	22,197	EA	4.50	99,885
Landscape trees	134	EA	450.00	60,182
Specimen trees	91	EA	\$900 1,650.00	150,150 \$81,900
Irrigation - lawn, rotor	76,502	SF	1.50	114,753
Irrigation - bed, drip	100,303	SF	\$2.00 2.50	250,758 \$200,808
Irrigation - equipment, backflow and double check	1	LS	9,500.00	9,500

Appendix C: Concept Cost Plan

DCW Cost Management

Preferred Concept Master Plan September 18th, 2017 13

SE 150th and SE Division Concept Cost Plan

Cost Plan

Item Description	Quantity	Unit	Rate	Total
G30 Site Mechanical Utilities	328,644	SF	1.78	585,525
G3010 Water Supply	328,644	SF	0.42	137,000
Water main meters	1	LS	60,000.00	60,000
Water line and connections	1	LS	70,000.00	70,000
Hose bibs	10	EA	700.00	7,000
G3020 Sanitary Sewer				
Incl. above, (See picnic shelter and restroom)				<i>INCL</i>
G3030 Storm Sewer	328,644	SF	1.36	448,525
Water quality improvements	1	LS	60,000.00	60,000
Stormwater piping	3,093	LF	70.00	216,510
Manholes	3	EA	9,500.00	28,500
Catch basins	3	EA	5,500.00	16,500
Area drains	15	EA	550.00	8,250
Clean outs	6	EA	500.00	3,000
Trench drain	263	LF	155.00	40,765
Modifications to storm - assume	1	LS	75,000.00	75,000
G40 Site Electrical Utilities	328,644	SF	2.85	935,250 \$770,250
G4010 Electrical Distribution	328,644	SF	1.64	538,250
Site electrical, general - allowance	1	LS	50,000.00	50,000
Transformer - by franchise				<i>NIC</i>
Trenching and conduit for primary power and communications	2,000	LF	85.00	170,000
Panel boards and breakers	1	LS	60,000.00	60,000
Connection to primary power and communications	1	LS	30,000.00	30,000
Site electrical conduit and wiring	2,475	LF	70.00	173,250
Tie into site electrical - lighting	1	LS	30,000.00	30,000
Pullboxes and vaults	1	EA	25,000.00	25,000
G4020 Site Lighting	328,644	SF	1.21	397,000 \$232,000
Low lights - allow	1	LS	100,000.00	100,000
Parking Lot Light pole bases 6x6x2	8	18 EA	1,500.00	27,000 \$12,000
Parking Lot LED pole lighting w/ receptacles	8	18 EA	15,000.00	270,000 \$120,000
G4030 Site Communications & Security				
No work anticipated				<i>NIC</i>