

# LOWER SOUTHEAST RISING

EARLY REVIEW DRAFT

**PART II: TRANSPORTATION**

MARCH 2023



THE BUREAU OF  
**PLANNING &  
SUSTAINABILITY**



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

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# LOWER SOUTHEAST RISING

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## **PART II: TRANSPORTATION**

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The southeastern corner of the plan area as seen from above in 1958

## SECTION 01

# Introduction and background

### **Lower Southeast Portland**

– much of which was not annexed into the City until 1986 – shares many physical characteristics with East Portland: gravel streets and missing sidewalks, a disconnected street network and limited bus service, and few neighborhood stores, restaurants, and other conveniences, ensuring residents must often resort to driving to meet daily needs.

**The absence of a clear plan to handle growth and changing transportation needs has led to a continued lack of nearby services, infrastructure, and stabilization in the community,** even as economic and development pressures continue to rise. The eastern portions of the plan area have several manufactured home parks and low-cost apartment buildings, and a population that is lower-income and more diverse than the city as a whole. Without a hub for local commercial and community services, and lacking adequate pedestrian, bicycle, and transit networks, the plan area will not be able to become a complete neighborhood where residents can meet their needs locally, counter to community aspirations and policy objectives. With larger numbers of lower-income and communities of color living close to the 82nd Avenue portion of the plan area, where there is little commercial zoning to support a hub for commercial services but many negative impacts from traffic and emissions, disparities in access to services and inequitable outcomes cannot be successfully addressed.

**This plan considered how different land use options and transportation projects support the City's equity, climate action, housing, and complete neighborhoods goals.** The Plan proposes land use changes in coordination with proposed transportation solutions. The work is funded in part by a Transportation Growth Management (TGM) Planning Grant, a joint program of the Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT).

## Plan purpose

The purpose of the Lower Southeast Rising Area Plan is to address the land use and transportation challenges faced by community members in Brentwood Darlington and parts of the Woodstock, Mt. Scott-Arleta, and Lents neighborhoods within the plan area. The Plan focuses on recommendations for three primary types of implementation tools:

1. **Land use changes** to provide more neighborhood commercial and housing opportunities.
2. **Future transportation projects and programs** to enable people to safely and conveniently walk, roll, and bicycle to local destinations and to take transit to make connections locally and citywide.
3. **Community stabilization approaches** approaches to support housing and economic stability so that all community members can benefit from future improvements in the area, such as the business and housing growth allowed by the Plan's zone changes and future transportation projects.





## What is in this document, Part 2 of the Plan?

**Part 2 of the Lower Southeast Rising Area Plan addresses the transportation elements of the Area Plan.** To learn more about the recommended land use changes and displacement strategy, consult Part 1 of the Plan. Specifically, Part 2 includes

- **Lower Southeast Today - Assets and Aspirations**  
Lays the groundwork and rationale for recommendations in subsequent chapters.
- **Project recommendations**  
Shares the recommended infrastructure projects that support the goals of the plan.
- **Program and policy recommendations**  
Details the program recommendations and policy changes that support the recommended infrastructure changes
- **Bus network recommendations**  
Describes the recommended bus network changes
- **Funding and implementation strategy**  
Explains how the projects might be advanced to design and construction





## SECTION 02

# Lower Southeast today

## Assets & Aspirations

### **Lower Southeast Portland**

– Brentwood-Darlington, Lents, Mt. Scott-Arleta, Woodstock, and Ardenwald-Johnson Creek neighborhoods – is valued by its community members for its diversity and neighborliness, even as it can be a challenging place to meet daily needs within the neighborhood.

Throughout the planning process, the project team heard community members talk about things they would like to see different or improved. Alongside those comments was a sense of pride about the lives, connections, and communities they have forged in the face of those hardships and a sense of being overlooked.

In large part because of its history and development before it was part of the City of Portland, the Lower Southeast Plan Area lacks much of the same infrastructure and access to businesses and services that Portlanders in other parts of the city enjoy. This has led to a quieter, rural-feeling pocket of the city cherished by some community members even as some find the lack of infrastructure and proximity to services a real hinderance to living the lives they want to.

## Lower Southeast's Assets

Though this plan exists to help address long-standing problems and deficiencies, as they were sharing what could be better in the area, **community members did not want us to forget what they love about where they live** and spend time.

Community members spoke about their neighbors as friendly, passionate, politically engaged, and not stingy with kind words.

“We knew it was a good and safe neighborhood when we’d see our old neighbor out walking at 10:30 or 11PM”

Community organizations were mentioned as particularly valuable institutions in the area, lending a sense of resilience and purpose to many of the people who were a part of them or nearby.



“This neighborhood is not pretentious...things can start up from nowhere...[the community garden] came from nowhere, and it feels like a kid’s fairy tale...disinvestment here has allowed people to experiment and try things and have ingenuity.”



Community members cherish the parks, community centers, and other green spaces they have in the area, oases in a part of town with less tree canopy than average.

The gravel streets can keep traffic on the street calm and seems to result in more people out walking.

Many love the small pockets of their neighborhoods that are walkable and the variety of things they can get to inside those pockets - local hardware stores, acupuncture, farmers markets, convenience stores.



"We want to be good partners. We want to build and receive...The underlying spirit of mutual aid is strong here...This is the place to experience joy."



## Lower Southeast's transportation needs

Most of the street grid in the Lower SE Rising plan area was established during the late 1800s/ early 1900s as urban streetcar lines extended farther east. But by the mid-20th century, the primary form of transportation shifted to the motor vehicle and development became more auto oriented. Consequently, before this area became part of Portland many streets in the Brentwood-Darlington neighborhood were constructed without sidewalks or bike facilities. However, the compact street grid provides opportunities to move throughout the area without a vehicle. Many of the concerns heard from community members and deficiencies uncovered in analysis stem from this history. The infrastructure and transportation characteristics within the plan area can vary significantly by neighborhood.



*Streetcar-oriented early-20th century neighborhood near SE Woodstock Blvd constructed with sidewalks*



*Auto-oriented mid-20th century neighborhood just southeast of SE 82nd & Duke constructed without sidewalks*

During the fall of 2021, **the project team asked community members to help identify neighborhood issues and needs.** This feedback, along with analysis of conditions and a review of past plans, was used to develop a comprehensive list of issues and needs.

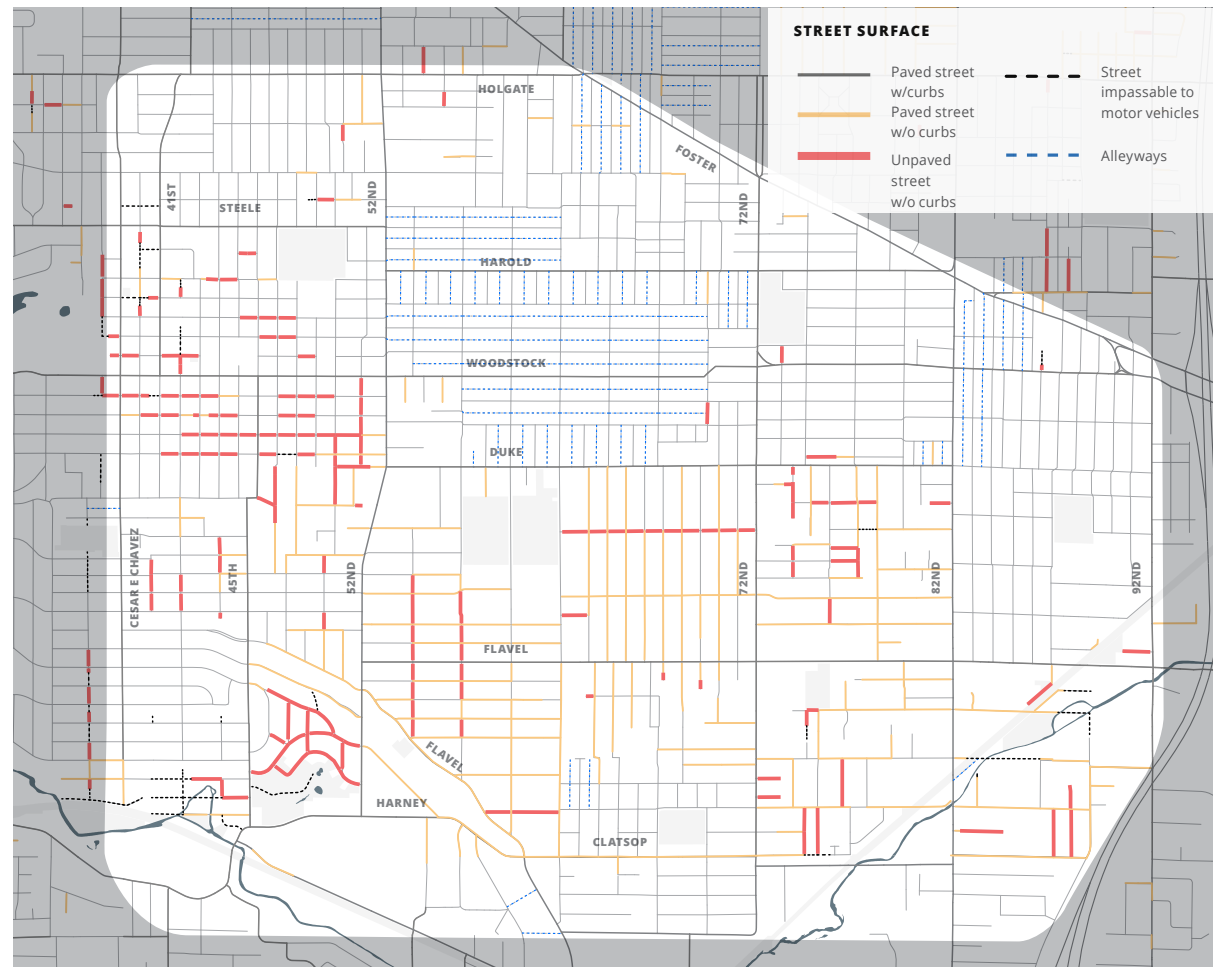
## STREET SURFACES

The condition of street infrastructure varies throughout the project area. Some clear patterns are evident:

In **Brentwood-Darlington**, most streets are paved, but most of those paved streets are missing sidewalks, and lack curbs to channel stormwater to the drainage system.

**Errol Heights**, an area within Brentwood Darlington south of Flavel Drive, has a high concentration of unpaved streets.

In the **Woodstock area**, there are high concentrations of unpaved gravel streets running east-west in the areas just north and south of the Woodstock main street.



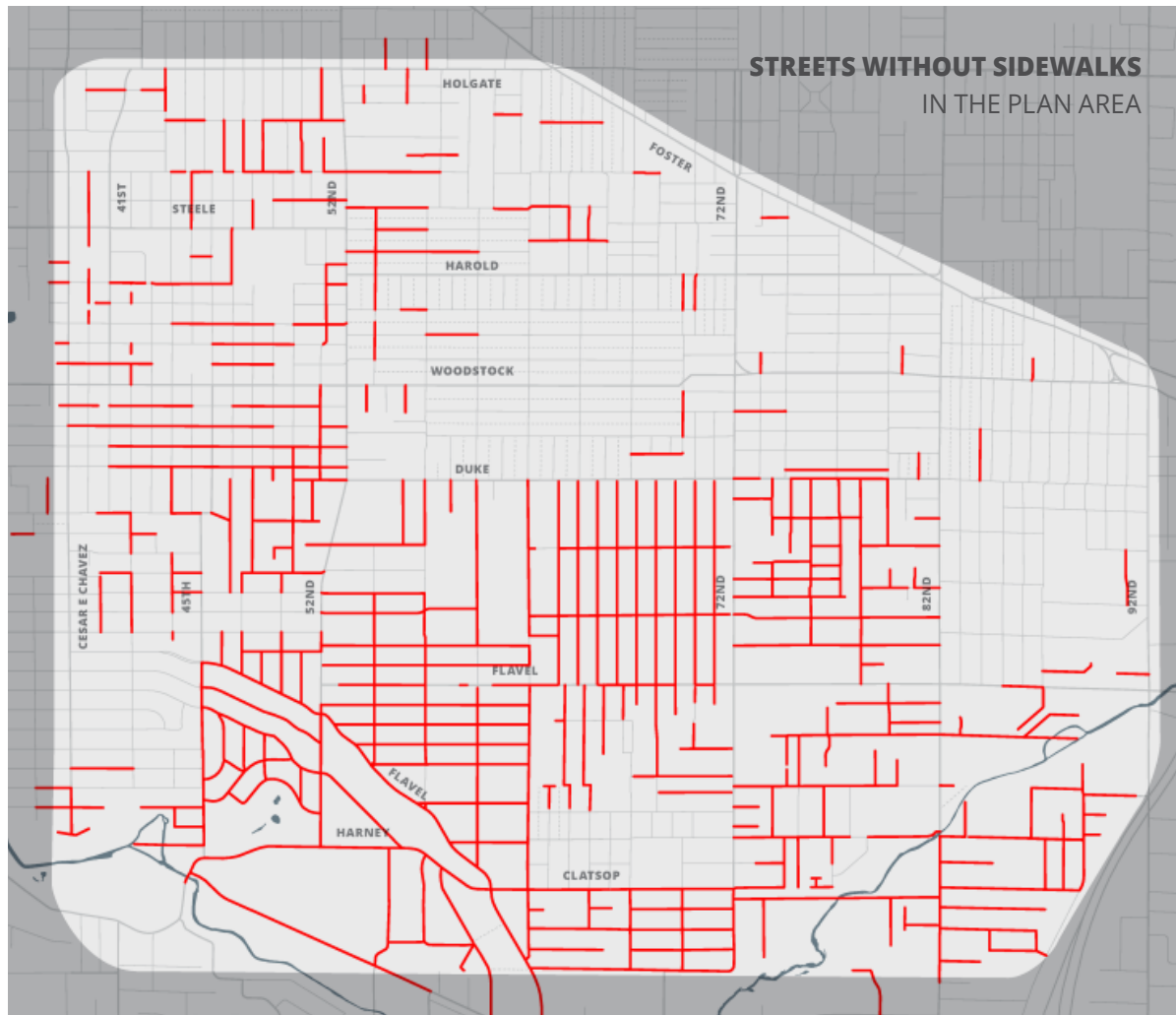
Most streets in the **Mt Scott-Arleta** neighborhood are paved with curbs and full sidewalks, and in comparison to the rest of the project area has the best quality of basic roadway infrastructure.

Though the part area of **Lents** within the plan area has a similar block structure as Mt Scott Arleta, the area of Lents south of the Springwater Corridor, has many unpaved and/or curbless streets, and a lack of connectivity to the rest of the project area.

In our outreach for the plan, **pedestrian improvements** were consistently the highest transportation priority.

## PEDESTRIAN CROSSINGS

Most of the major streets in the plan area do not meet the City's adopted guidelines for pedestrian crossing spacing. This includes gaps on SE Woodstock Boulevard between SE 52nd and SE 72nd avenues, on SE 72nd and SE 82nd avenues between SE Duke and SE Flavel Streets, and on SE Flavel, SE Harney, and SE Clatsop.



## MISSING SIDEWALKS

For the most part, the highest concentration of sidewalks in the project area are found in the areas that were annexed into Portland in the early 20th century, including Woodstock, Mt Scott Arleta, and most of Lents. These are areas where the original housing developers built sidewalks as a typical practice, and eventually sidewalks were required by the City of Portland for most new housing projects.




The Brentwood Darlington neighborhood, as well as the area of Lents south of Flavel, largely developed pre-annexation in the mid-20th-century in unincorporated Multnomah County land, during a time when sidewalks were not typically included in housing developments and were not required by the County. This has resulted in Brentwood Darlington having very few streets with sidewalks, despite being surrounded by neighborhoods with high sidewalk coverage. Even busier streets like Flavel Street, Duke Street, and 52nd Ave have many sidewalk gaps, as sidewalks have been built piecemeal over the years by individual property owners.

## TRAFFIC VOLUMES

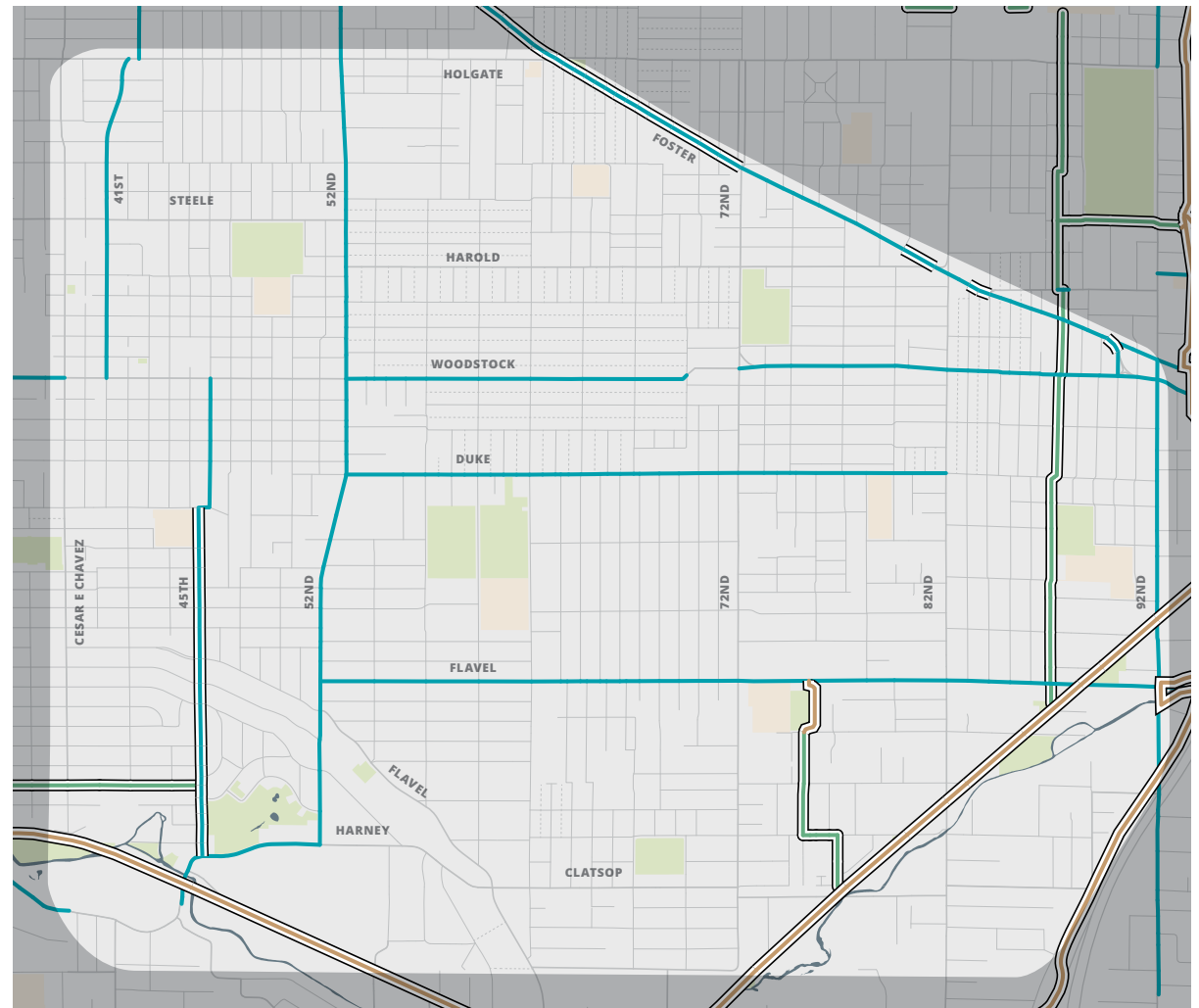
Many of the highest volume streets in the plan area define its edges (Holgate St, Foster Rd, 92nd Avenue, Cesar E Chavez). Other than 82nd Avenue, 52nd Avenue, and the Woodstock Main Street, most of the arterial- or collector-type streets internal to the plan area have fewer than 10,000 cars on an average weekday. This pattern is consistent with the land use of the area, which is predominantly single dwelling in the middle of the plan area with more major destinations (local- and regional-serving commercial uses) on the edges and outside of the plan area.

## BICYCLE NETWORK

The plan area has bike lanes on several of the major streets in the area, but many of the bike facilities do not meet city guidelines for what is low-stress. There are low-stress bike routes along the edges of the project area, like the Springwater Corridor trail, but there are limited connections to these facilities. Many parts of the bike network in the project area are fragmented and don't connect to any other facilities.

-  Bike lane
-  Neighborhood Greenway
-  Trail

**Black outlining signifies a lower-stress facility**






## TRANSPORTATION SAFETY

The Lower Southeast Rising Plan Area is bounded and bisected by five of the 30 most high-crash streets in Portland: Cesar E Chavez Blvd, Holgate Blvd, Foster Road, 82nd Avenue, and 92nd Avenue. Most of the crashes that involved a bicyclist or pedestrian or that resulted in a serious injury for someone in an automobile took place along these Vision Zero high crash streets and at intersections of collector/arterial-type streets.

## TRANSIT NETWORK

High-frequency transit service in the project area consists of a few major bus lines around the edges of the area, on Chavez/45th (Line 75), Foster (Line 14), and 82nd Ave (Line 72), as well as the MAX light rail Green Line at the very eastern edge along I-205. The center of the plan area, in Brentwood Darlington and Mt Scott Arleta, does not have any frequent transit service, and is instead served by a number of lower-frequency and limited-span bus lines that “stair-step” through the neighborhood to provide basic coverage service.

-  FREQUENT BUS LINE
-  NON-FREQUENT BUS LINE
-  MAX LIGHT RAIL



## TRAVEL BEHAVIOR

### Walking

Very few people in the project area walk to work, with the lowest amount in the Brentwood-Darlington, neighborhood where only 0.3% walk to work. The frequency of people walking to work is notably higher in every area surrounding the Lower Southeast Rising project area. About 6% of people employed citywide walk to work.

### Biking

The frequency of people biking to work decreases the further away one moves from the city center. This same trend is visible in other parts of the city, but the lack of adequate bike infrastructure may exacerbate this issue in the Lower Southeast Rising project area. About 6% of people employed citywide bike to work

### Taking transit

Public transit is the second most common mode for getting to work in the Lower Southeast Rising project area. With the census tract centered on Woodstock Elementary seeing the highest transit usage rate. About 12% of people employed citywide take transit to work.

## TRANSPORTATION NEEDS SUMMARY

In general, **the project team heard about the need to improve street conditions for walking and biking as well as to calm/slow motor vehicles.** In outreach, pedestrian improvements were seen as the highest priority. To address these issues and needs, project staff developed some potential projects to improve conditions and safety for pedestrians, as well as people biking, taking public transportation and/or getting around in other ways. The proposed improvements may not address every transportation issue in the project area, but they respond to the most critical needs of the neighborhood and – in addition to community feedback – are informed by prior plans and a needs analysis.





A recently completed project  
along SE 52nd Avenue

## SECTION 03

# Project recommendations

Lower Southeast needs a new network of transportation infrastructure in place to support the area's new land use vision.

Addressing the challenges community members of the Plan Area have **safely and conveniently accessing daily goods and services involves two simultaneous approaches:**

- Adjusting the land use regulations to create opportunities for new goods and services physically closer to community members
- Building new transportation infrastructure to improve access to those amenities when they come

During the plan process, the city team developed two kinds of projects aimed at improving walking and biking access for current and future community members. Working with community members, the team then developed tiers prioritizing the projects according to what is most important to do sooner than later as well as available resources.

Lower Southeast Projects are divided into two project types:



Safer crossings, bikeway, and streetscape improvements on Lower Southeast's busiest streets.



Low-stress neighborhood streets that are great places to walk, bike, roll, play, and just be.

Each project type is organized into two prioritization tiers:

**TIER 1**



Projects are the highest priority for active project development and seeking funding in the next 5 years.

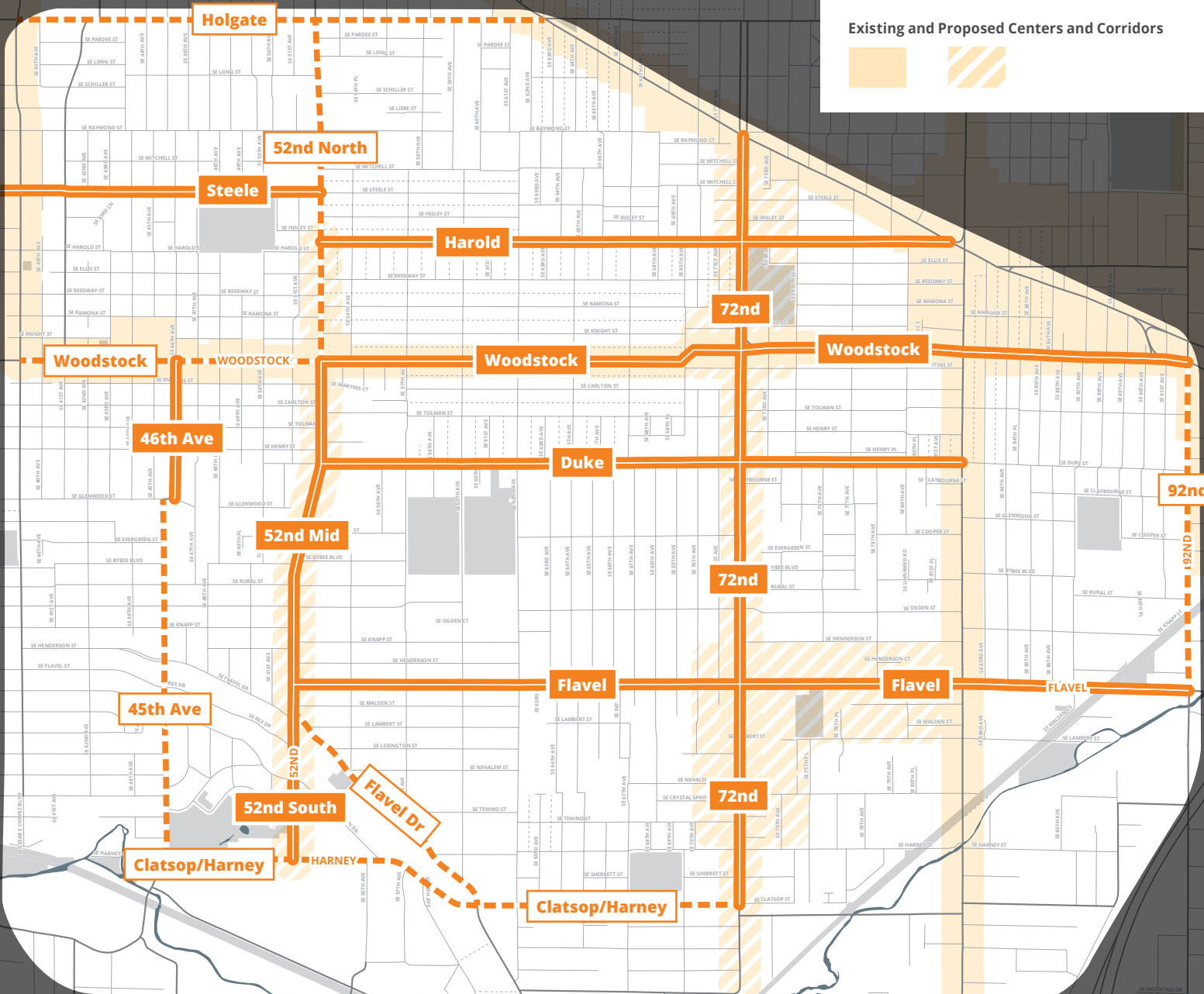
**TIER 2**

Projects may be implemented opportunistically, for example if a leverage opportunity arises, but will not be a focus for PBOT in the first 5 years.

# CORRIDOR IMPROVEMENTS

Tier 1  Tier 2 

Existing and Proposed Centers and Corridors  



## PROJECT RECOMMENDATIONS

# Corridor Improvements

Corridor improvement projects address conditions on busy streets - places where crossing improvements and other improvement projects can have the biggest benefit for the safety and comfort of people walking, biking, or accessing transit.

Corridor improvements are mainly focused on providing safe crossings of busy streets at regular intervals, but also include improvements such as traffic calming, signal upgrades, pavement reconstruction, and bike lane enhancements.

In the Lower Southeast Rising Area Plan, the highest priority Corridor Improvement projects were developed to support the new land use vision, which proposes new Neighborhood Corridors along SE 52nd Avenue and SE 72nd Avenue and a new Neighborhood Center radiating from the intersection at SE 72nd Avenue & SE Flavel St. Corridor Improvement projects will make sure these streets, which are intended to become places with more housing and businesses, will be safer to walk, bike, and take transit to and along.

## DESIGN ELEMENTS

### Enhanced Crossings

Enhanced crossings shorten the distance a pedestrian is exposed to traffic when crossing the street. These crossings often include median islands and curb extensions. On the busiest streets, enhanced crossings can also include more active features like flashing beacons or signals that give traffic a red light when activated.

### Bike Lanes

Buffered and protected bike lanes feature in many Corridor Improvement projects, providing access along the busier streets in the neighborhood, often where they're also concentrations of destinations.

### Sidewalk infill

Sidewalk infill fills gaps in the sidewalk network along busy streets to provide a safe and clearly delineated place to walk or roll.

### Alternative Walkways

Alternative Walkways provide a safe space to walk or ride a bike in locations where a traditional sidewalk is technically infeasible or cost prohibitive.

## ASSET MANAGEMENT

New signals and repaved streets are not part of these recommendations for two reasons: 1) the City of Portland has a separate and city-wide process for determining its asset management needs that takes into account the age and condition of signals across Portland and queues them up for upgrades and improvement accordingly; 2) many of these projects can be designed to work effectively without new or upgraded signals. Designing the project to work without signals drastically reduces the cost of the project, making it more likely funding can be found to build it.

**TIER 1**

# 52nd Ave Corridor Improvements


## Duke to Flavel St

PLANNING-LEVEL COST ESTIMATE: **\$800,000**

### PROJECT DESCRIPTION

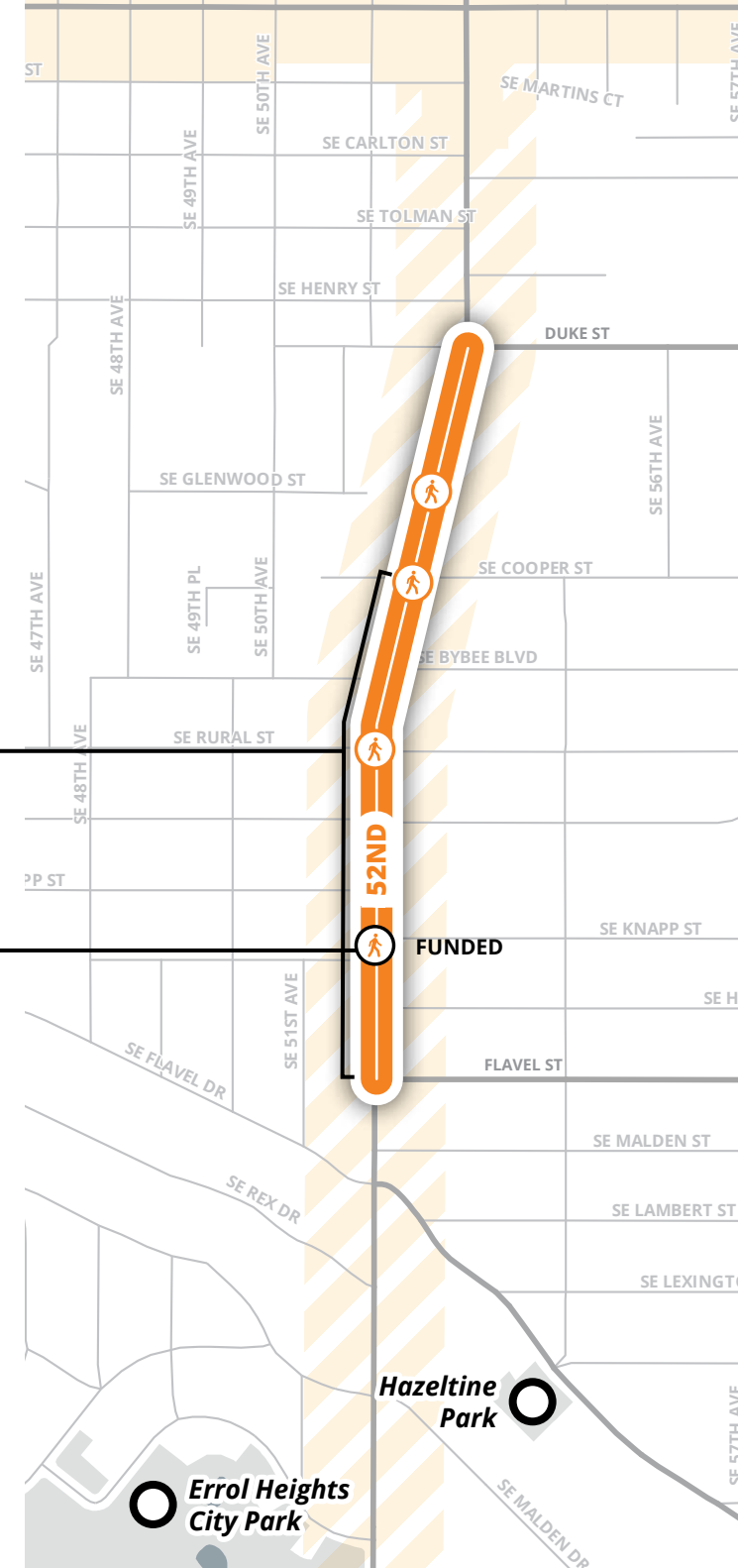
This project would improve safety for pedestrians and people biking by filling sidewalk gaps on SE 52nd between Cooper and Flavel St, adding enhanced pedestrian crossings at regular intervals, and enhancing existing bike lanes. A paving project in 2025 will be the key near-term opportunity to bring improvements to this segment of SE 52nd Ave.

### PROJECT ELEMENTS

 New or improved pedestrian crossing

*Fill sidewalk gaps between Cooper and Flavel St*

*Funded Crossing at SE Knapp Street*



**TIER 1**

# 52nd Ave Corridor Improvements Flavel St to Harney

PLANNING-LEVEL COST ESTIMATE: **\$850,000**

## PROJECT DESCRIPTION

This project would improve safety for pedestrians and people biking by filling sidewalk gaps along the street, adding enhanced pedestrian crossings at regular intervals, and enhancing existing bike lanes. Striped walkways may be an appropriate cost-effective sidewalk alternative where topography is challenging on this stretch of SE 52nd Ave.

## POTENTIAL ALTERNATIVE WALKWAY EXAMPLE (FROM SE 45TH AVE)

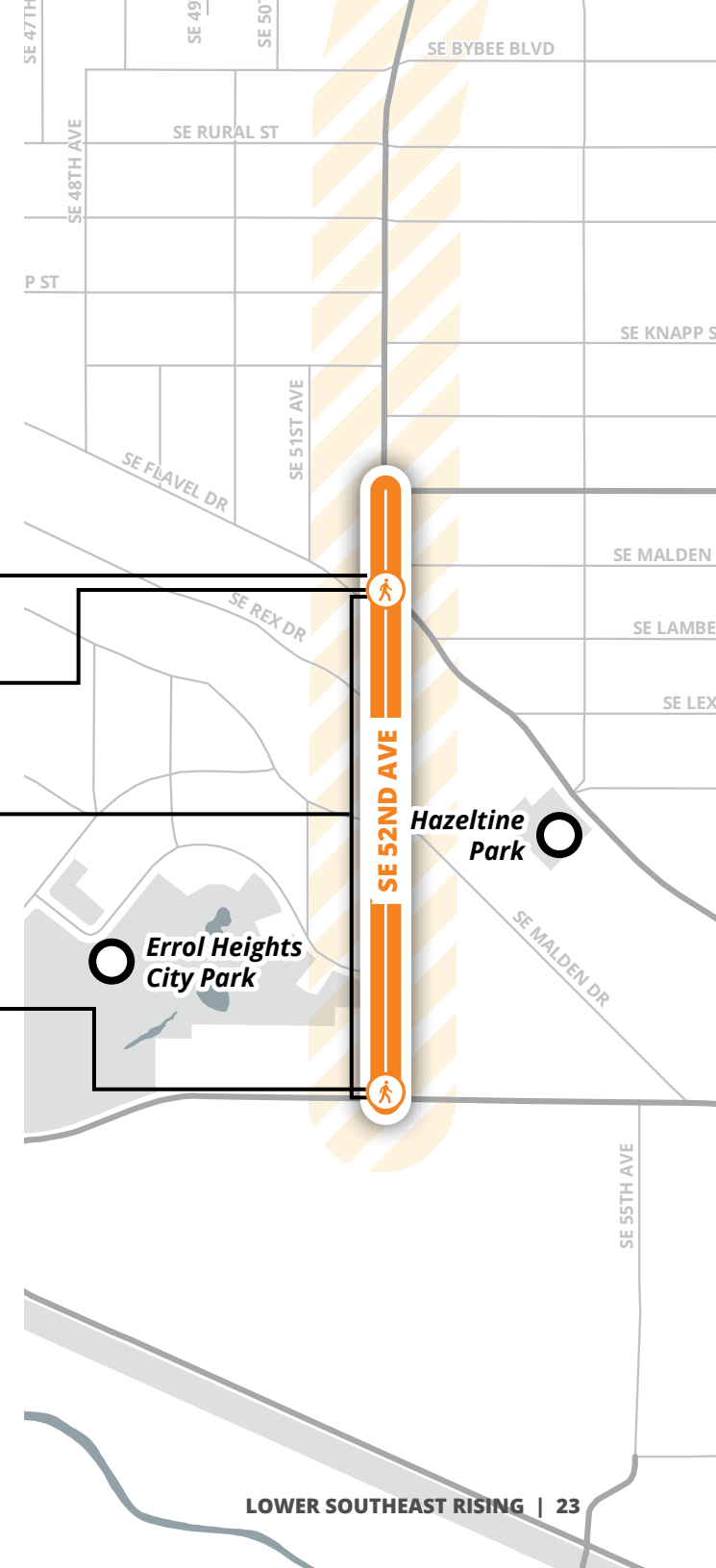


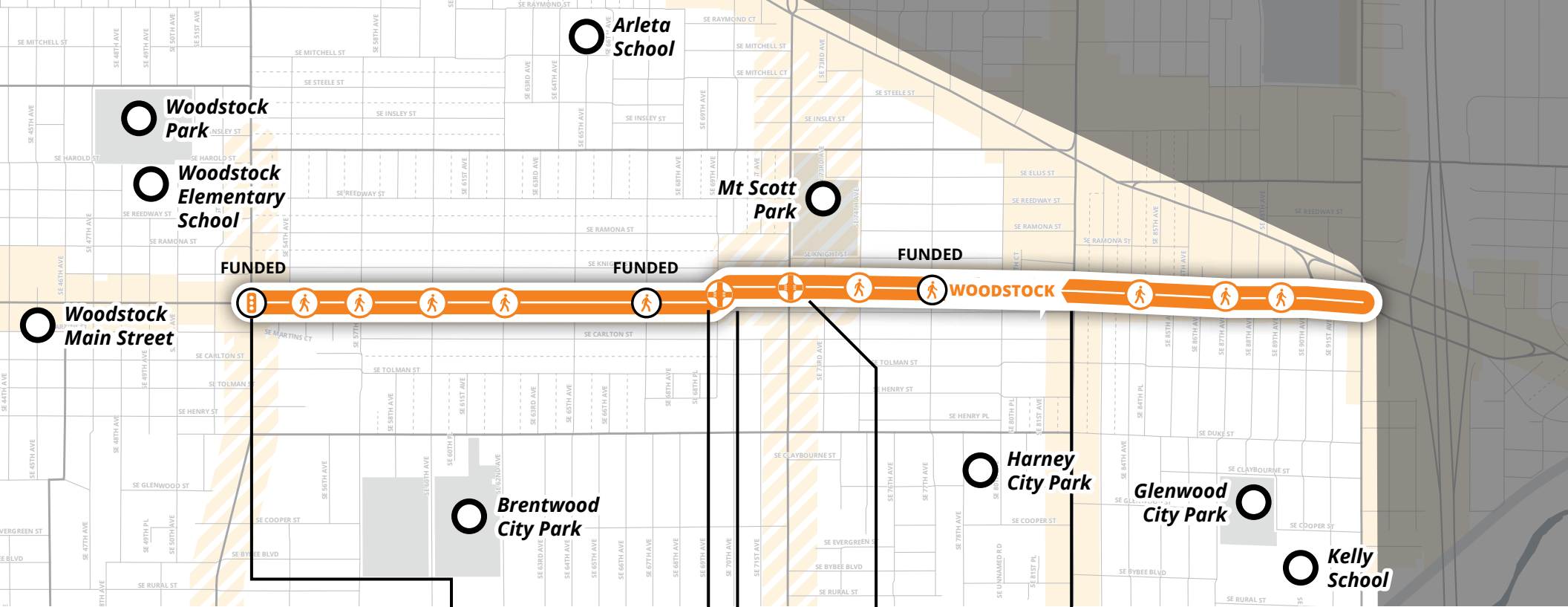
*Fill sidewalk gap on west side of street between Flavel and Malden*

*Mark crossing and improve safety at Flavel Drive*

*Harney - Flavel: Remove parking on one side, add buffered/protected bike and walk ways.*

*Consider traffic control changes and marking crosswalks to improve safety at Harney Dr*





**TIER 1**

# Woodstock Blvd Corridor Improvements

PLANNING-LEVEL COST ESTIMATE: **\$9,780,000**



*Cost estimate under review*

**PROJECT DESCRIPTION**

This project would improve safety and connectivity by adding enhanced pedestrian crossings at regular intervals, and upgrading existing bike lanes to protected bike lanes, filling the bikeway gap from 69th to 72nd Ave. This project would also improve conditions at the offset intersection at 69th Ave while making permanent improvements to slip lane plaza area at 72nd & Woodstock.

- Signal rebuild (funded)
- Reconfigure and harden intersection at SE 69th Ave
- Fill bike lane gap between 69th and 72nd
- Make Arleta Triangle Square permanent
- Fill bike lane gap at SE 82nd

**PROJECT ELEMENTS**

-  New or improved pedestrian crossing
-  Reconfigure intersection





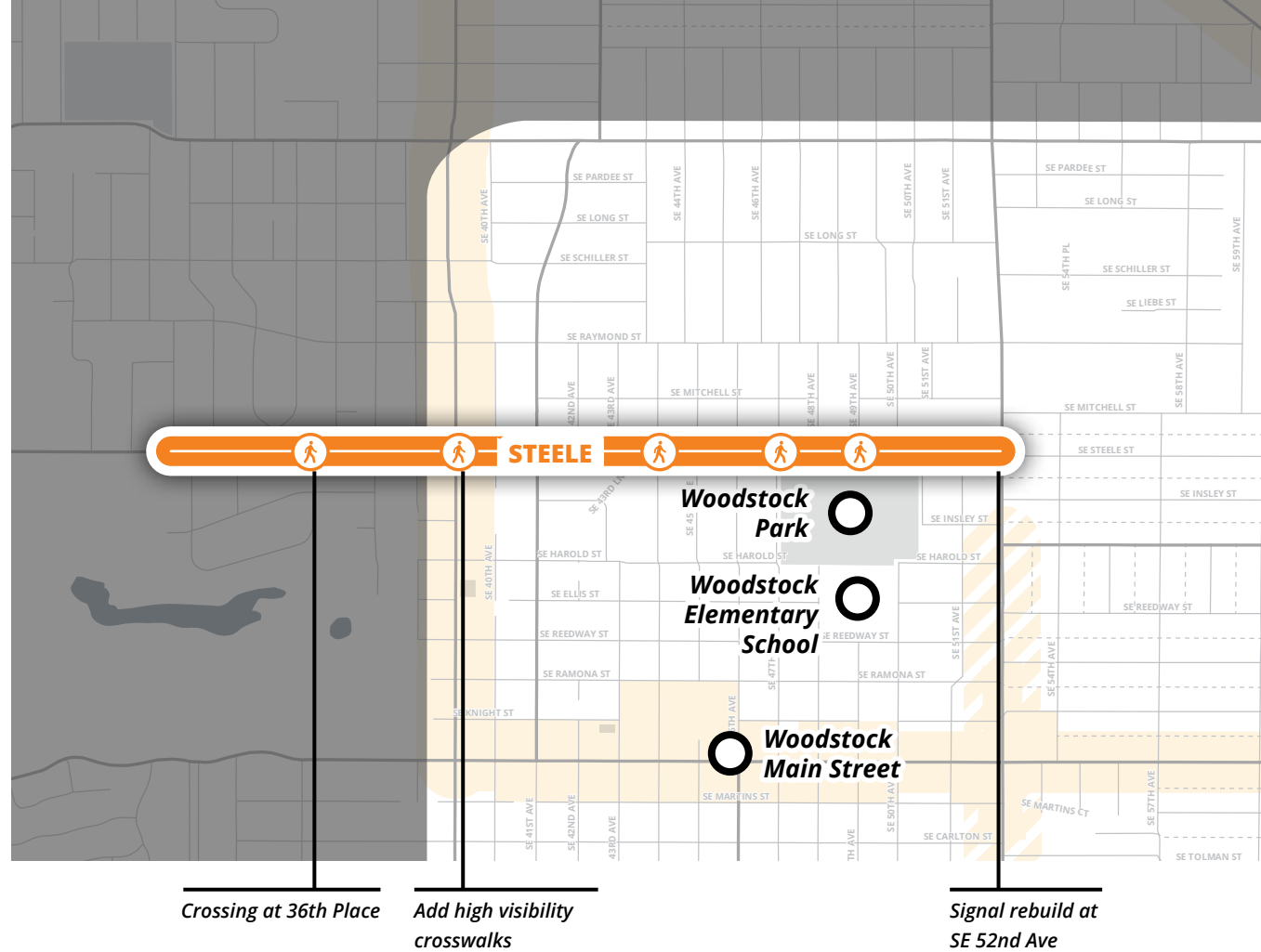
**TIER 1**

# SE Steele St Corridor Improvements


PLANNING-LEVEL COST ESTIMATE: **\$1,700,000**

## PROJECT DESCRIPTION

This project would create a safer and calmer street with enhanced pedestrian crossings at regular intervals, fire-friendly speed cushions, and new bike lanes.



## PROJECT ELEMENTS

 New or upgraded pedestrian crossing

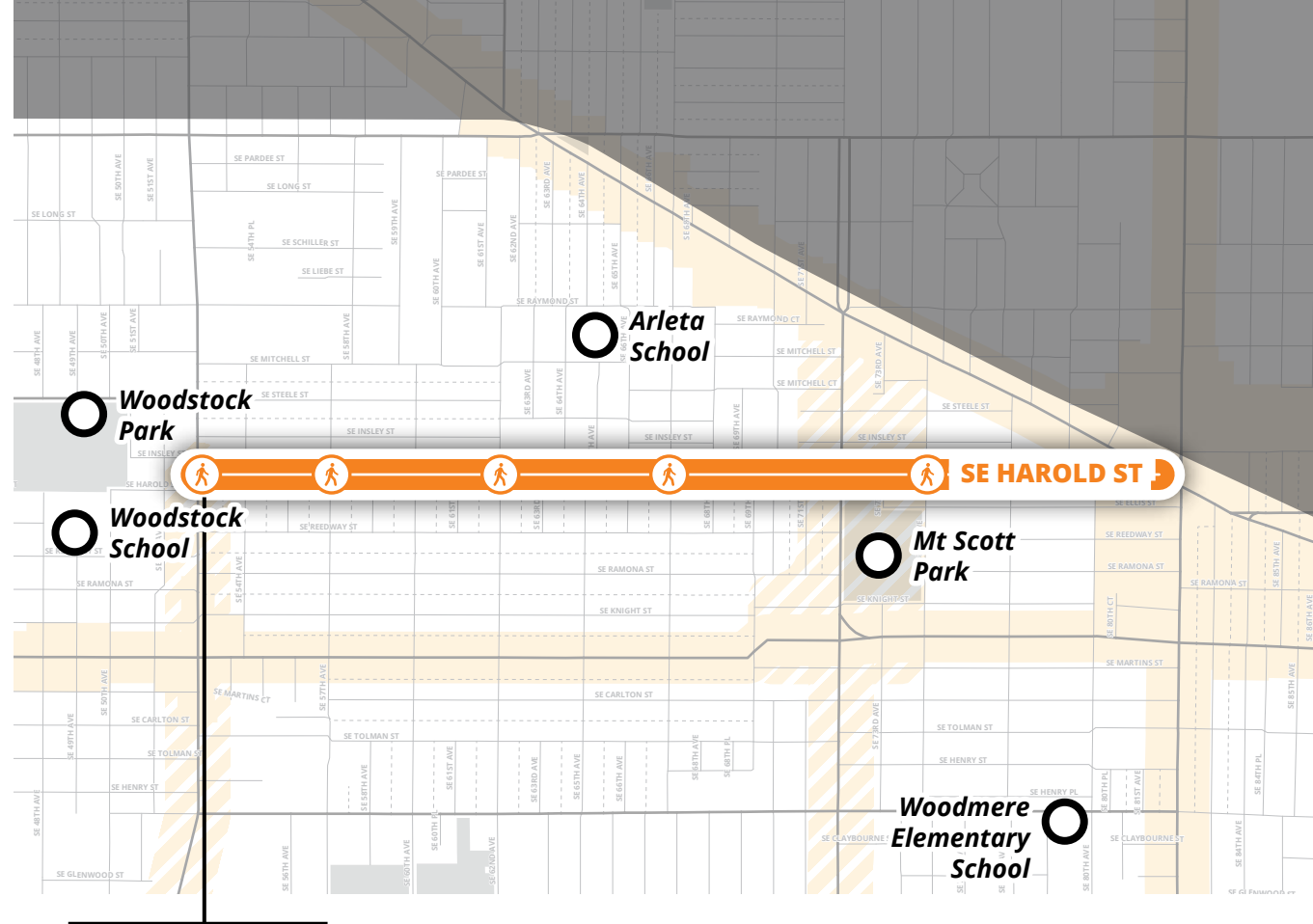
**TIER 1**

# SE Harold St Corridor Improvements

PLANNING-LEVEL COST ESTIMATE: **\$100,000**


## PROJECT DESCRIPTION

This project would create safer conditions along SE Harold St by adding enhanced pedestrian crossings and stop signs at regular intervals to make SE Harold feel and work more like a local street.



Mark crosswalk on all three legs of T-intersection

## PROJECT ELEMENTS

-  Co-locate crossing with bus stop and analyze all-way stop



*Mt Scott Park and Community Center*



*SE Harold St*



**TIER 1**

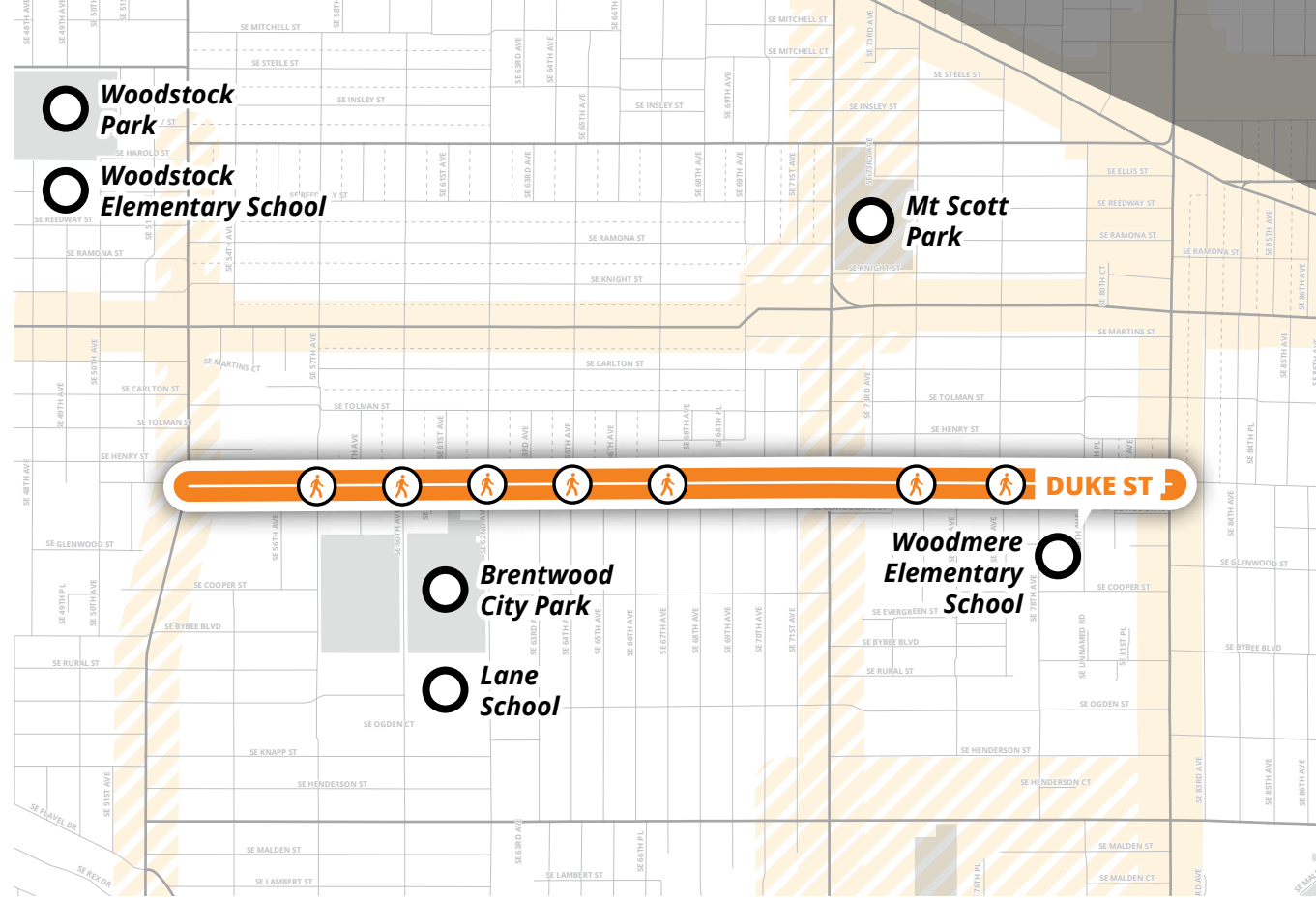
# SE Duke St Corridor Improvements

PLANNING-LEVEL COST ESTIMATE: **\$650,000**

## PROJECT DESCRIPTION

The Duke St corridor improvements project would make a safer and calmer street through additional enhanced pedestrian crossings, fire-friendly speed cushions, and enhanced bike lanes. This project would also plant street trees where and when possible.

This stretch of SE Duke St has multiple funded improvements to be constructed soon, including sidewalk infill, several crossings, and street trees between 72nd and 92nd.

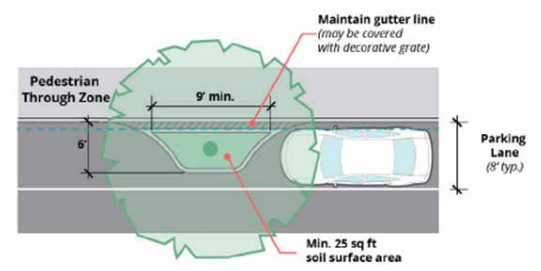


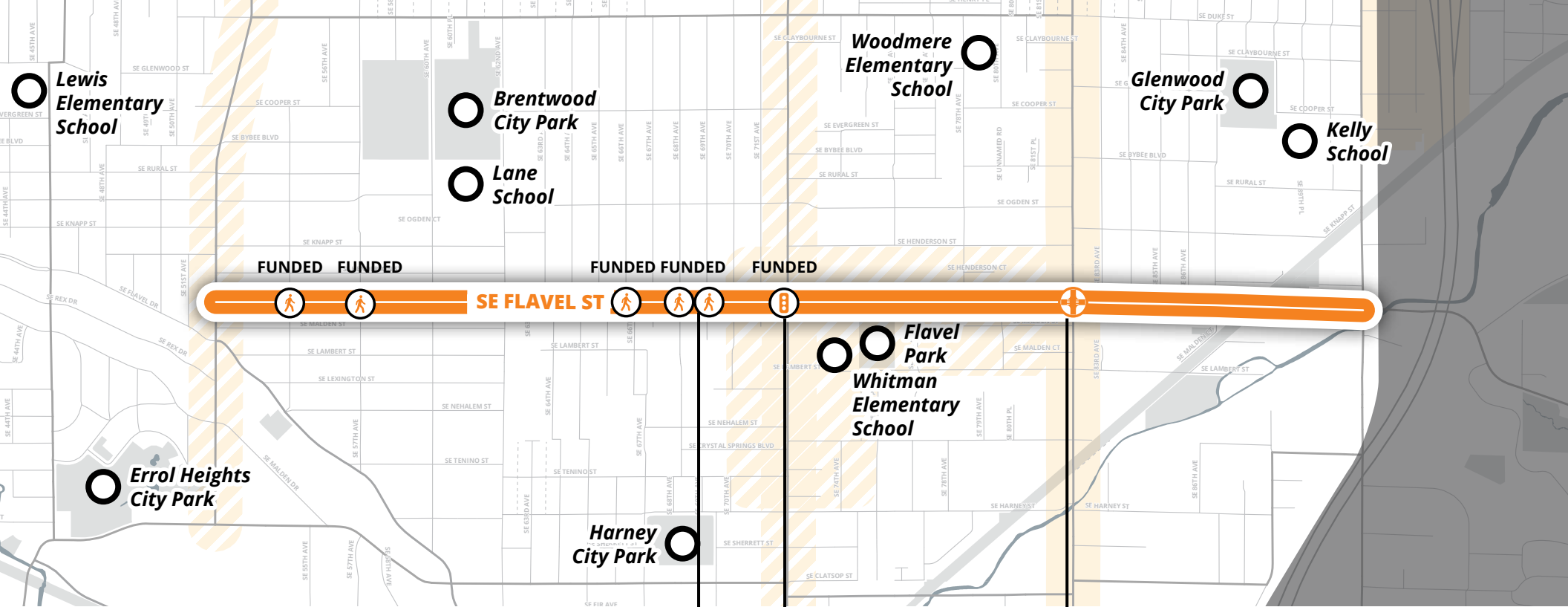
## PROJECT ELEMENTS

-  Funded pedestrian crossings

## OPTION TO EXTEND TREE WELL INTO CURB ZONE

Option A





**TIER 1**

# SE Flavel St Corridor Improvements

PLANNING-LEVEL COST ESTIMATE: **\$650,000**

## PROJECT DESCRIPTION

The Flavel St corridor improvements project would add enhanced pedestrian crossings at regular intervals, and enhance existing bike lanes.




SE Flavel St has multiple funded improvements to be constructed soon, including filling sidewalk gaps and adding several crossings.

*Pedestrian crossings (funded) at 54th, 57th, 66th, 68th, and 69th*

*Improve intersection with LPIs (signal funded) and better-protected bike lanes*

*Improve intersection with LPIs and better-protected bike lanes*

## PROJECT ELEMENTS

-  Reconfigure intersection
-  Funded pedestrian crossings
-  Funded signal improvement

## PROJECT RECOMMENDATIONS

# Tier 2 Corridor Improvements

### CI.1 52nd Ave Corridor Improvements, Segment 1

Add enhanced pedestrian crossings at regular intervals. Enhance existing bike lanes.

### CI.4 Woodstock Blvd Main Street Corridor Improvements

Add protected left turns to signals. Add enhanced crossings to fill crossing gaps. Improve bike lanes from Cesar Chavez Blvd to 41st Ave.

### CI.10 45th Ave Corridor Improvements

Fill sidewalk gaps along the corridor. Make permanent improvements to paint and post bikeways and walkways. Improve the intersection of 45th Ave & Harney Dr.

### CI.11 92nd Ave Corridor Improvements

Add enhanced pedestrian crossings at regular intervals. Enhance existing bike lanes.

### CI.14 Flavel Dr Corridor Improvements

Add protected ped/bike shoulders along Flavel Dr.

### CI.15 Harney/Clatsop Corridor Improvements

Enhance existing bike lanes from 45th to 52nd Ave. Add protected ped/bike shoulders from 52nd to 72nd Ave.



# List of recommended Corridor Improvements

## TIER 1

PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	COST ESTIMATE
<b>52nd Ave Corridor Improvements</b> Duke to Flavel St	SE 52nd Ave, Duke to Flavel	Improves safety for pedestrians and people biking by filling sidewalk gaps on SE 52nd, adding enhanced crossings at regular intervals, and enhancing existing bike lanes.	\$800,000
<b>52nd Ave Corridor Improvements</b> Flavel St to Harney	SE 52nd Ave, Flavel to Harney	Improves safety for pedestrians and people biking by filling sidewalk gaps along the street, adding enhanced pedestrian crossings at regular intervals, and enhancing existing bike lanes. Striped walkways may be an appropriate cost-effective sidewalk alternative where topography is challenging.	\$850,000
<b>Woodstock Blvd Corridor improvements</b>	SE Woodstock Blvd, 52nd to Foster	Improves safety and connectivity by adding enhanced pedestrian crossings at regular intervals, replacing and upgrading aging traffic signals, and upgrading existing bike lanes to protected bike lanes, filling the bikeway gap from 69th to 72nd Ave. This project would also improve conditions at the offset intersection at 69th Ave while making permanent improvements to slip lane plaza area at 72nd & Woodstock	\$9,780,000 <i>Cost estimate under review</i>
<b>72nd Ave Corridor Improvements</b>	SE 72nd Ave, Foster to Clatsop	Improves safety by adding enhanced pedestrian crossings at regular intervals.	\$900,000
<b>SE Steele St Corridor Improvements</b>	SE Steele St, 52nd to 33rd	Create safer and calmer street with enhanced pedestrian crossings at regular intervals, speed cushions, and new bike lanes.	\$1,700,000
<b>SE Harold Corridor Improvements</b>	SE Harold St, 52nd to Foster	Creates safer conditions along SE Harold St by adding enhanced pedestrian crossings and stop signs to make SE Harold feel and work more like a local street.	\$100,000
<b>SE 46th Ave Corridor Improvements</b>	SE 46th Ave, Woodstock to Glenwood	Improves safety and connectivity by adding enhanced pedestrian crossings at regular intervals, upgrading the signal at SE Woodstock, and upgrading existing bike lanes to buffered and/or protected bike lanes	\$600,000
<b>SE Duke St Corridor Improvements</b>	SE Duke St, 52nd to 82nd	Makes a safer and calmer street through additional enhanced pedestrian crossings, fire-friendly speed cushions, enhanced bike lanes, and upgraded traffic signals. This project would also plant street trees where and when possible.	\$650,000
<b>SE Flavel St Corridor Improvements</b>	SE Flavel, 52nd to 92nd	Adds enhanced pedestrian crossings at regular intervals, enhance existing bike lanes and replace or upgrade aging traffic signals at 92nd.	\$650,000



# List of recommended Corridor Improvements

## TIER 2

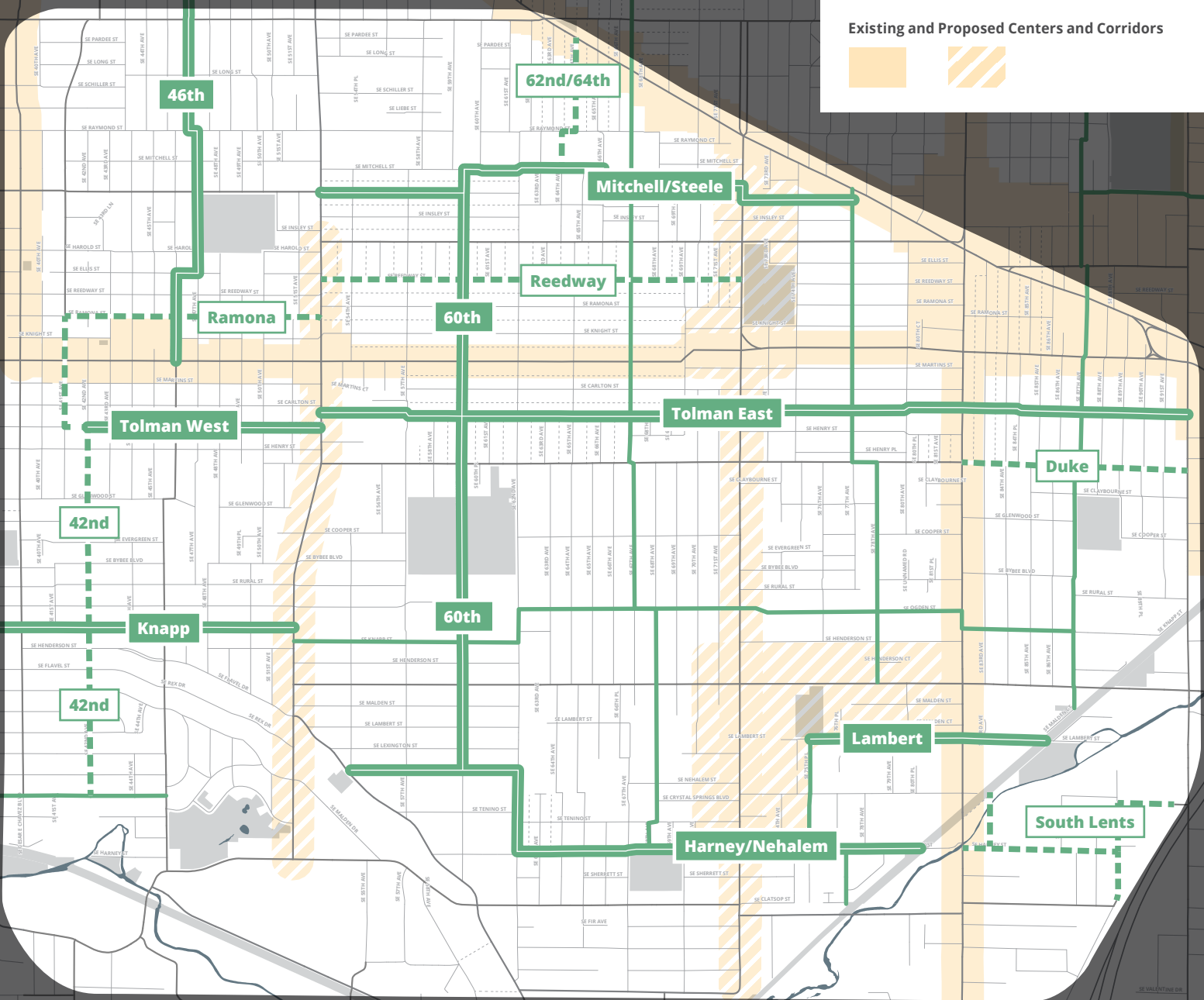
PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	COST ESTIMATE
<b>52nd Ave Corridor Improvements</b> Holgate to Woodstock	SE 52nd Ave, Holgate to Woodstock	Add enhanced pedestrian crossings at regular intervals. Enhance existing bike lanes. Replace and upgrade aging traffic signals.	<i>Pending</i>
<b>Woodstock Blvd Main Street Corridor Improvements</b>	Woodstock Blvd, 52nd to Cesar Chavez	Rebuild aging traffic signals and add protected left turns. Add enhanced crossings to fill crossing gaps. Improve bike lanes from Cesar Chavez Blvd to 41st Ave	<i>Pending</i>
<b>45th Ave Corridor Improvements</b>	SE 45th Ave, Glenwood to Harney Dr.	Fill sidewalk gaps along the corridor. Make permanent improvements to paint and post bikeways and walkways. Improve the intersection of 45th Ave & Harney Dr	<i>Pending</i>
<b>92nd Ave Corridor Improvements</b>	SE 92nd Ave, Woodstock to Flavel	Add enhanced pedestrian crossings at regular intervals. Enhance existing bike lanes. Replace and upgrade aging traffic signals.	<i>Pending</i>
<b>Flavel Dr Corridor Improvements</b>	SE Flavel Dr, 52nd to Clatsop	Add protected ped/bike shoulders along Flavel Dr	<i>Pending</i>
<b>Harney/ Clatsop Corridor Improvements</b>	SE Harney/SE Clatsop, 45th to 72nd	Enhance existing bike lanes from 45th to 52nd Ave. Add protected ped/bike shoulders from 52nd to 72nd Ave.	<i>Pending</i>

# NEIGHBORHOOD GREENWAYS

Tier 1      Tier 2      Existing/funded



Existing and Proposed Centers and Corridors



## PROJECT RECOMMENDATIONS

# Neighborhood Greenways

Neighborhood Greenways are calm streets designed to create a safe and comfortable biking and walking experience. They allow people of all ages and abilities to use low-volume, low-speed neighborhood streets rather than busy arterials.

Neighborhood greenways typically feature a shared street environment rather than separated bike lanes, and use elements such as speed bumps, traffic diverters, enhanced crossings, and wayfinding to ensure that the street is clearly prioritized for people walking and biking while preserving local motor vehicle access. Neighborhood greenways are also great walking routes, providing an alternative to walking along traffic-heavy streets.

In the Lower Southeast Rising Area Plan, the highest priority neighborhood greenways fill the largest gaps in the existing neighborhood greenway network (SE 60th Avenue and SE Tolman St) and provide low-stress travel adjacent to busy streets in the area.

## KEY DESIGN ELEMENTS

*Neighborhood greenways are intentionally designed to be low-stress streets that are great places for walking, biking, and rolling.*

### **Slow Speeds**

Traffic calming tools including speed bumps, curb extensions, and median islands help keep vehicles moving at slow speeds.

### **Low Vehicle Volumes**

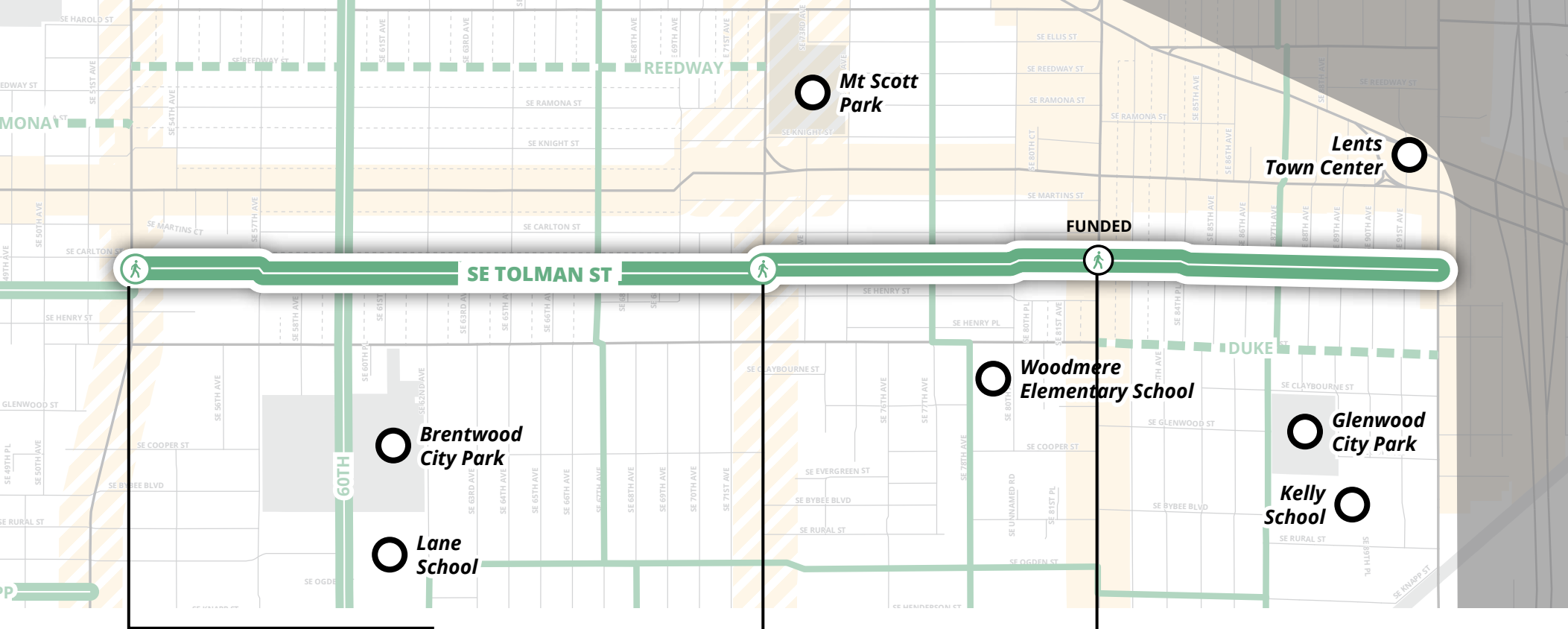
Some streets require traffic pattern changes to discourage cut-through traffic and keep traffic volumes low. These changes can be achieved through physical barriers (diverters) or through signage.

### **Safer Crossings**

When a neighborhood greenway reaches a busy street, crossing treatments such as median islands, curb extensions, and high visibility crosswalks make it safer and easier to cross.

### **Placemaking and Wayfinding**

Neighborhood greenways often connect key neighborhood destinations like parks and schools.



**TIER 1**

# SE Tolman St Neighborhood Greenway: Eastern segment

PLANNING-LEVEL COST ESTIMATE: **\$580,000**

**PROJECT DESCRIPTION**

The SE Tolman St greenway will provide an east-west connection across the plan area and an alternative to walking or biking on SE Duke St and SE Woodstock St.

*Project elements may include:*

- Wayfinding and signage
- Speed bumps as required
- Improved crossings at busy streets
- Diversion as needed

*Crossing improvement at 52nd Ave*

*Facilitate crossing of 72nd Ave*

*Funded pedestrian crossing as a part of the 82nd Avenue Crossings Project*



*Woodmere Elementary School*

**TIER 1**

# Steele / Mitchell Neighborhood Greenway

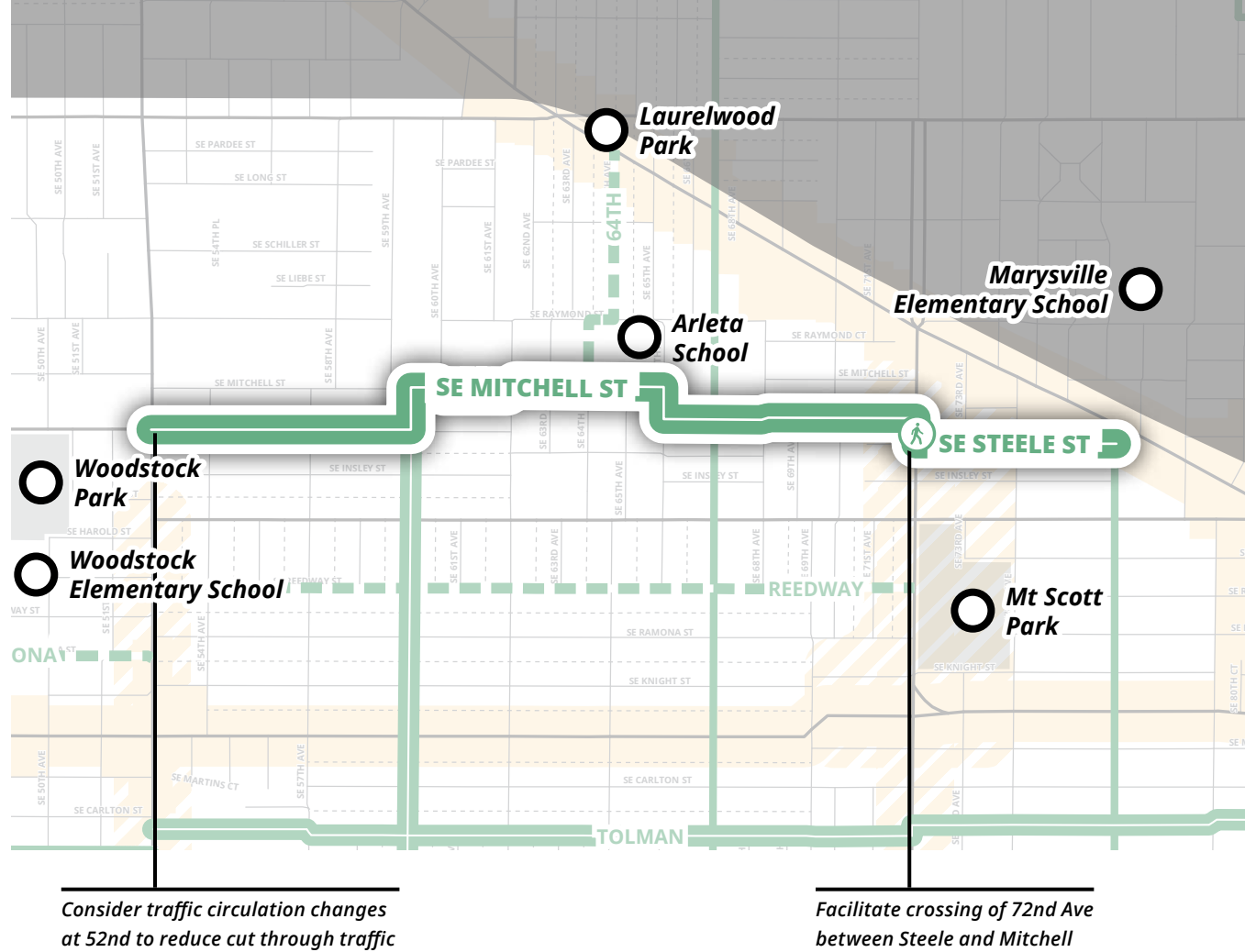
PLANNING-LEVEL COST ESTIMATE: **\$430,000**

## PROJECT DESCRIPTION

The Steele/Mitchell greenway will provide a low-stress east-west walking and biking connection from Woodstock to the Foster main street and points in between.

*Project elements may include:*

- Wayfinding and signage
- Speed bumps as required
- Enhanced crossings
- Diversion as needed



**Woodstock Park**



**Arleta School**

**TIER 1**

# SE 60th Ave Neighborhood Greenway

PLANNING-LEVEL COST ESTIMATE: **\$1,050,000**

## PROJECT DESCRIPTION

The 60th greenway will provide north-south low-stress walking and biking connections to Brentwood City Park Lane School from the surrounding community. For much of the greenway, the standard suite of neighborhood greenway tools (speed humps, wayfinding, safer crossings) should work; however, the stretch between Duke St and Flavel St may need a different treatment, such as advisory bike lanes, as well as sidewalks.

### Project elements may include:

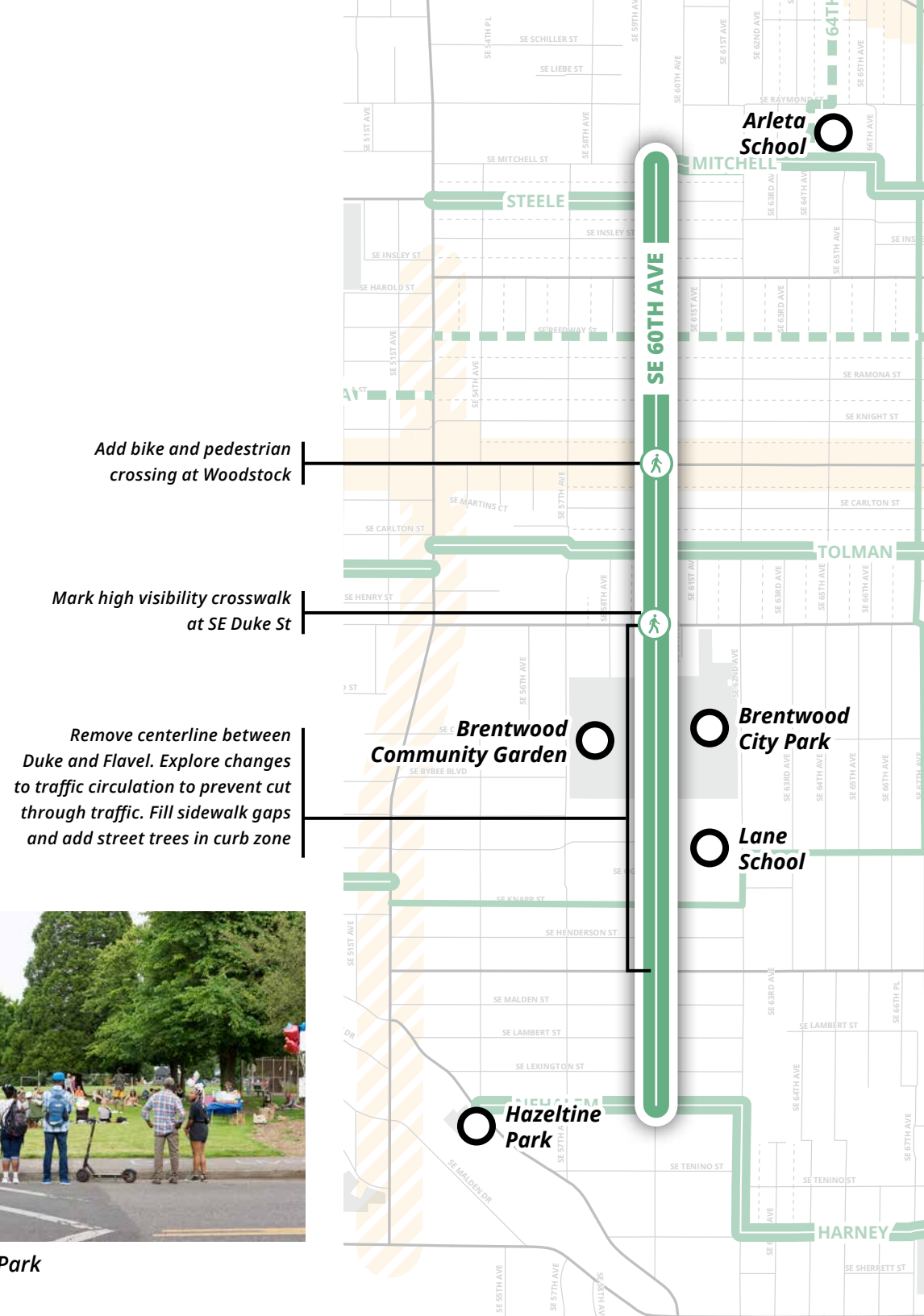
- Wayfinding and signage
- Speed bumps as required
- Crossing enhancements may be required at busier streets.
- Additional analysis is required to determine if traffic calming or traffic diversion required in some areas.



Lane School



Brentwood City Park



**TIER 1**

# SE 46th Ave Neighborhood Greenway

PLANNING-LEVEL COST ESTIMATE: **\$590,000**

## PROJECT DESCRIPTION

The SE 46th St greenway would provide a low-stress north-south connection from the Woodstock main street to Woodstock Park and points north. The greenway also extends the bike lanes on SE 46th Ave that currently exist.

Project elements may include:

- Wayfinding and signage
- Speed bumps as required
- Crossing enhancements may be required at busier streets.
- Additional analysis is required to determine if traffic calming or traffic diversion required in some areas.



Woodstock Park

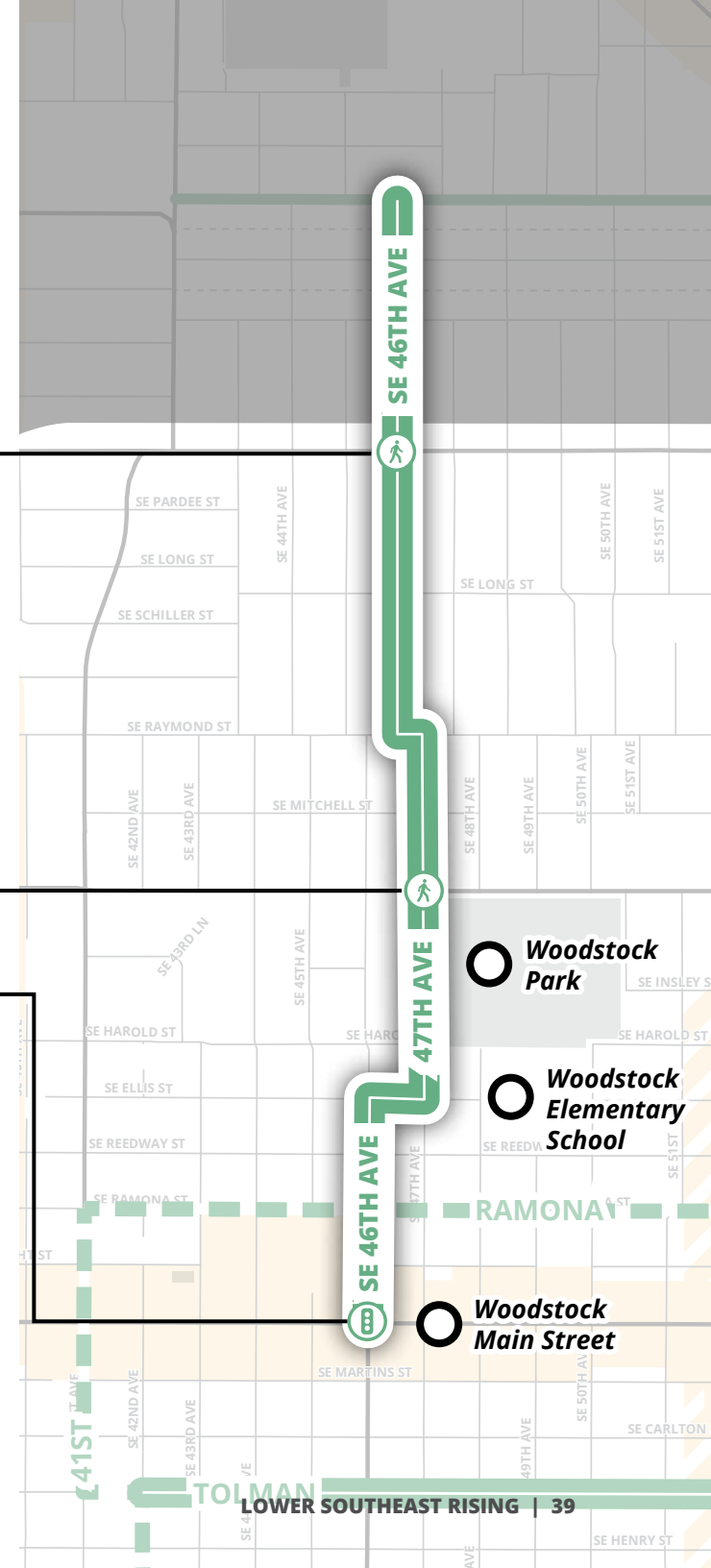


Woodstock Main Street

Add bike and pedestrian crossing at Holgate

Crossing improvement at Steele identified in Safe Routes to School plan

Improve bike safety at signal at Woodstock



**TIER 1**

# SE Knapp St Neighborhood Greenway

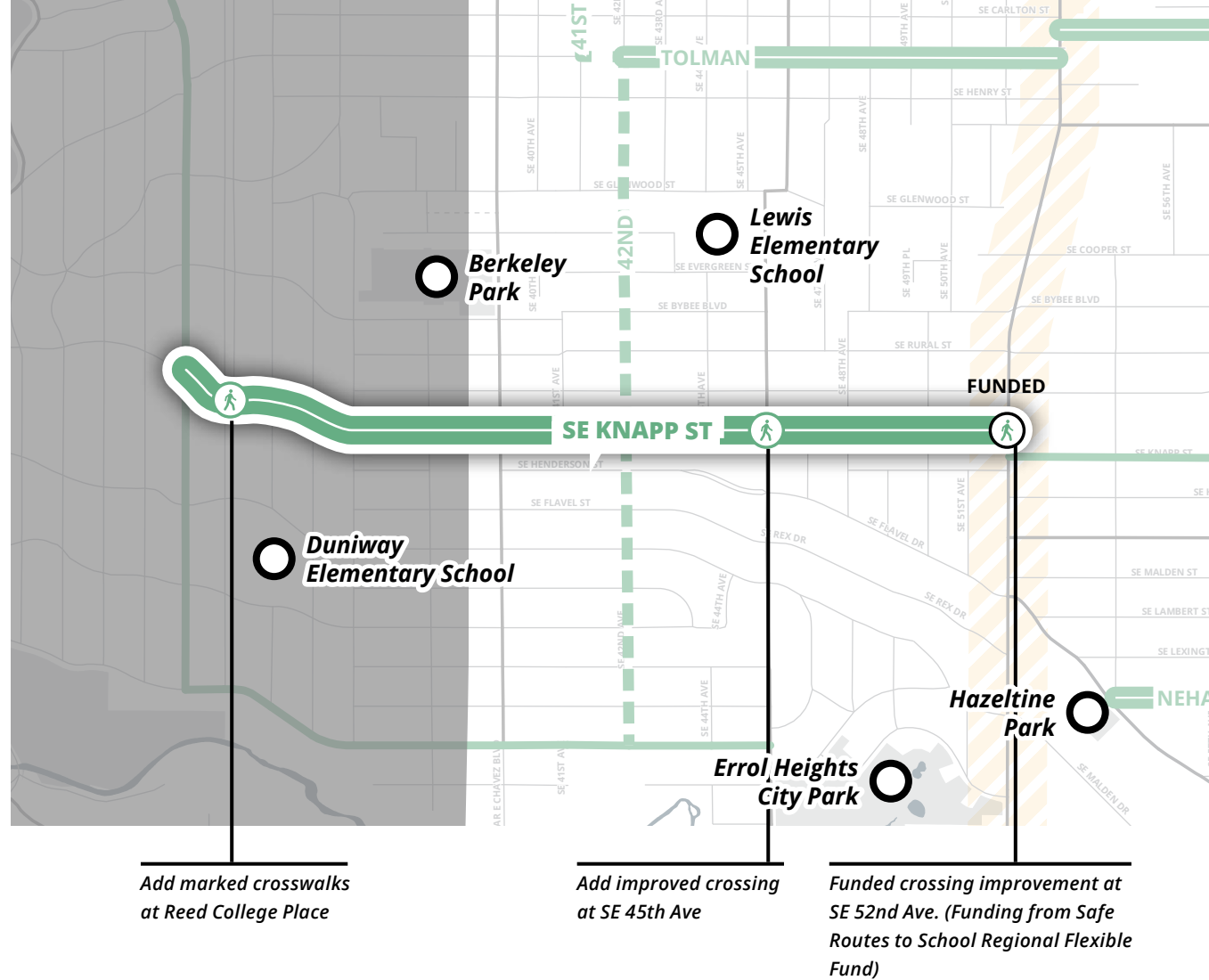
PLANNING-LEVEL COST ESTIMATE: **\$900,000**

## PROJECT DESCRIPTION

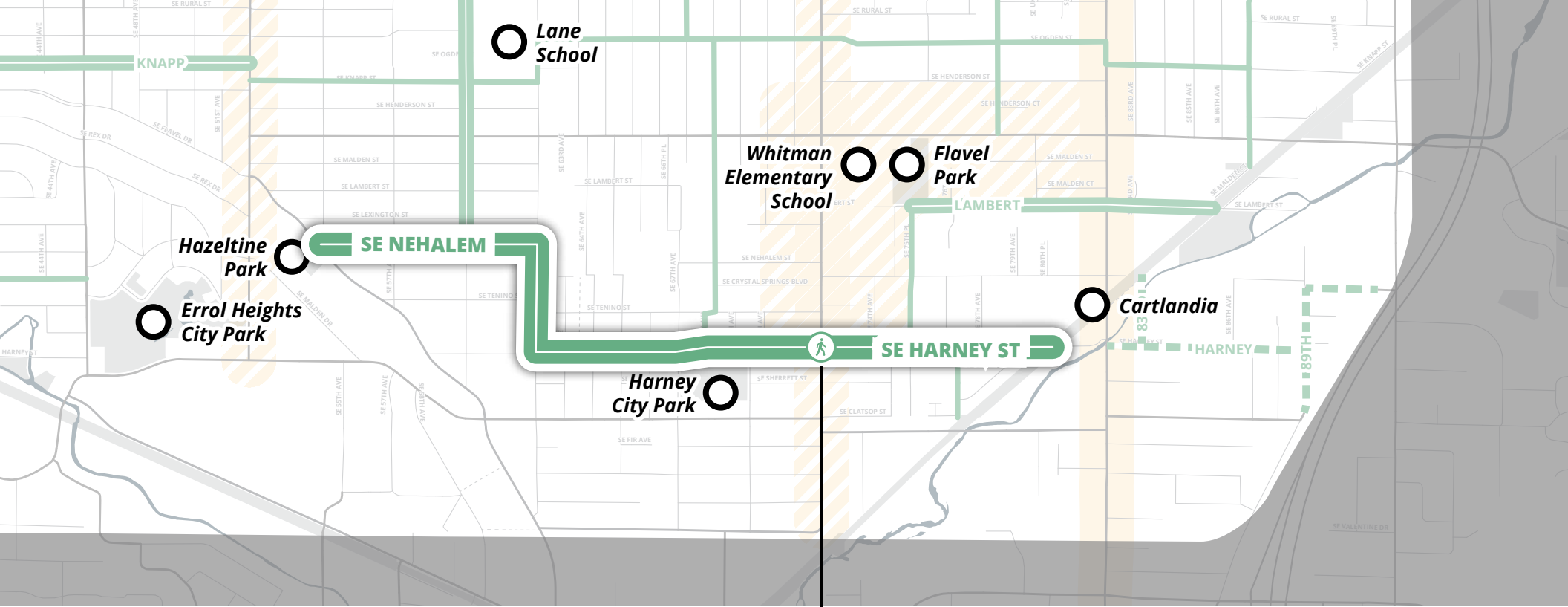
The SE Knapp greenway provides a low-stress walking and biking route between Eastmoreland and the project area.

*Project elements may include:*

- Wayfinding and signage
- Speed bumps as required
- Crossing enhancements may be required at busier streets.
- Additional analysis is required to determine if traffic calming or traffic diversion required in some areas.







Add bike and pedestrian crossing at SE 72nd

**TIER 1**

# Nehalem / Harney Neighborhood Greenway

PLANNING-LEVEL COST ESTIMATE: **\$282,000**

## PROJECT DESCRIPTION

The Nehalem/Harney greenway would fill a large gap in the east-west low-stress biking network in Brentwood-Darlington, providing connections to Harney City Park, Hazeltine Park, and the Springwater Corridor.

*Project elements may include:*

- Wayfinding and signage
- Speed bumps as required
- Improved crossings at busy streets



Harney City Park



**TIER 1**

# SE Tolman Neighborhood Greenway: Western segment

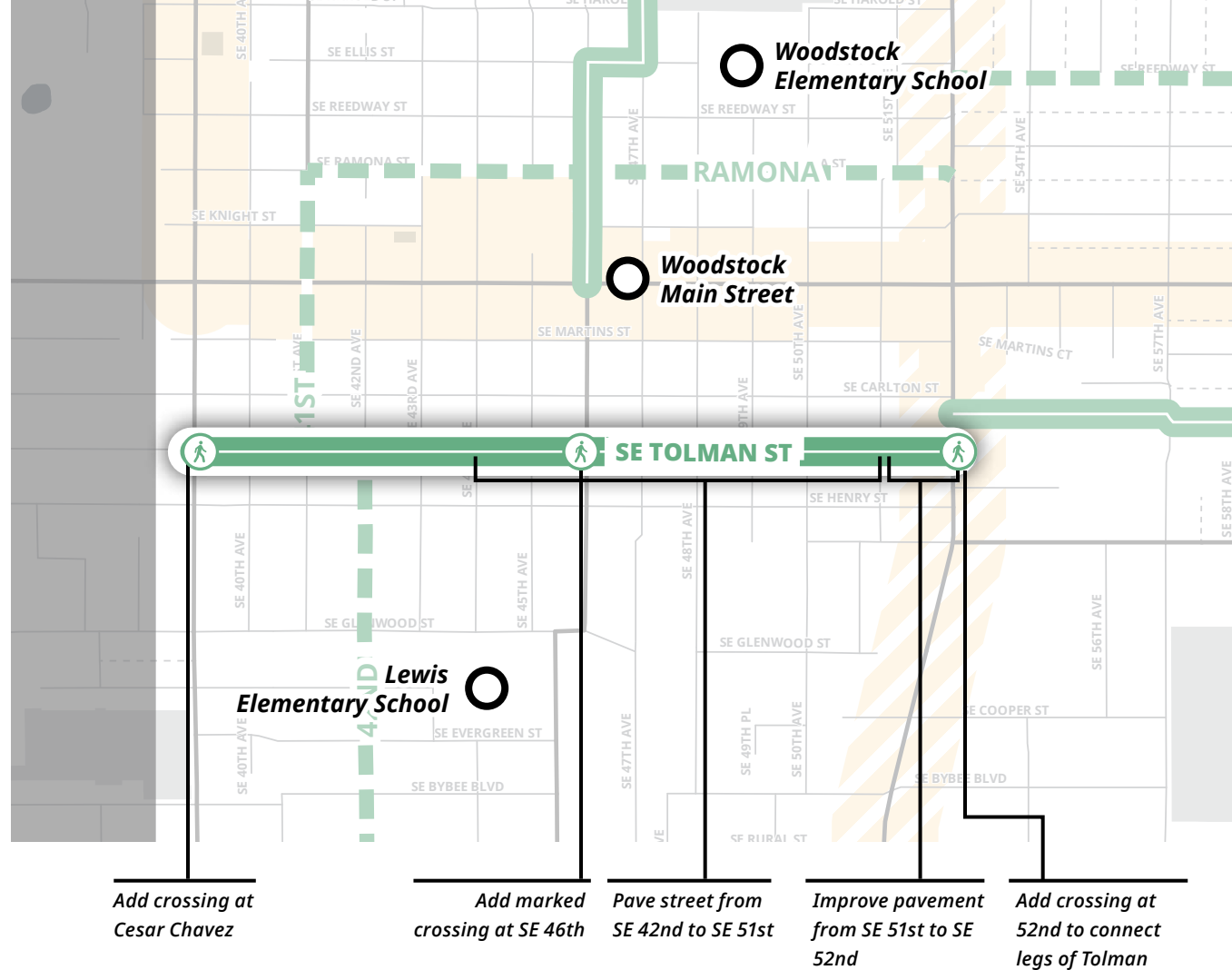
PLANNING-LEVEL COST ESTIMATE: **\$2,172,000**

## PROJECT DESCRIPTION

The SE Tolman St western segment neighborhood greenway would provide important east-west connectivity between existing bikeways on 52nd Ave, 46th Ave, and 41st Ave while continuing the eastern segment of the Tolman neighborhood greenway across the rest of the plan area. The greenway would also aid bike access to the Woodstock main street.

### Project elements may include:

- Wayfinding and signage
- Speed bumps as required
- Crossing enhancements may be required at busier streets.
- Street paving



Woodstock Main Street



Lewis Elementary School

## PROJECT RECOMMENDATIONS

# Tier 2 Neighborhood Greenways

### NG.2 | SE Ramona Neighborhood Greenway

Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines. Includes several blocks of street paving.

### NG.3 | Reedway Neighborhood Greenway

Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines.

### NG.6 | 64th/62nd Ave Neighborhood Greenway

Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines.

### NG.8 | 41st/42nd Ave Neighborhood Greenway

Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines. Includes several blocks of street paving.

### NG.10 | Duke Neighborhood Greenway

Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines.

### NG.13 | South Lents Neighborhood Greenways

Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines. Advisory bike lanes may be considered as an alternative to neighborhood greenway treatments.



# List of recommended Neighborhood Greenways

## TIER 1

PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	COST ESTIMATE
<b>SE Tolman St Neighborhood Greenway: Eastern Segment</b>	SE Tolman St, 52nd to 92nd	The SE Tolman St greenway will provide an east-west connection across the plan area and an alternative to walking or biking on SE Duke St and SE Woodstock St.	\$580,000
<b>Steele/Mitchell Neighborhood Greenway</b>	SE Mitchell / SE Steele, 52nd to Foster	Provides a low-stress east-west walking and biking connection from Woodstock to the Foster main street and points in between.	\$430,000
<b>SE 60th Ave Neighborhood Greenway</b>	SE 60th Ave, Mitchell to Nehalem	Provides north-south low-stress walking and biking connections to Brentwood City Park Lane School from the surrounding community. For much of the greenway, the standard suite of neighborhood greenway tools (speed humps, wayfinding, safer crossings) should work; however, the stretch between Duke St and Flavel St may need a different treatment, such as advisory bike lanes, as well as sidewalks.	\$1,050,000
<b>SE 46th Neighborhood Greenway</b>	SE 46th / 47th, Gladstone to Woodstock	Provides a low-stress north-south connection from the Woodstock main street to Woodstock Park and points north. The greenway also extends the bike lanes on SE 46th Ave that currently exist.	\$590,000
<b>SE Knapp St Neighborhood Greenway</b>	SE Knapp St, 32nd to 52nd	Provides a low-stress walking and biking route between Eastmoreland and the project area.	\$900,000
<b>Nehalem/Harney Neighborhood Greenway</b>	SE Nehalem / SE Harney, 60th to Springwater Corridor	Fills a large gap in the east-west low-stress biking network in Brentwood-Darlington, providing connections to Harney City Park and the Springwater Corridor	\$282,000
<b>SE Lambert St Neighborhood Greenway</b>	SE Lambert St, 75th Pl to Springwater Corridor	Provides an east-west connection between Whitman Elementary School, 82nd Ave and the Springwater Corridor, taking advantage of an existing safe crossing at SE 82nd Ave.	\$88,000
<b>SE Tolman Neighborhood Greenway: Western Segment</b>	SE Tolman St, Cesar Chavez to 52nd	Provides important east-west connectivity between existing bikeways on 52nd Ave, 46th Ave, and 41st Ave while continuing the eastern segment of the Tolman neighborhood greenway across the rest of the plan area. The greenway would also aid bike access to the Woodstock main street.	\$2,172,000

# List of recommended Neighborhood Greenways

## TIER 2

PROJECT NAME	PROJECT LOCATION	PROJECT DESCRIPTION	COST ESTIMATE
<b>SE Ramona Neighborhood Greenway</b>	SE Ramona, 41st to 52nd	Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines. Includes several blocks of street paving.	<i>Pending</i>
<b>Reedway Neighborhood Greenway</b>	SE Reedway, 52nd to 72nd	Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines.	<i>Pending</i>
<b>64th/62nd Ave Neighborhood Greenway</b>	SE 64th / SE 62nd, Foster to Mitchell	Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines.	<i>Pending</i>
<b>41st/42nd Ave Neighborhood Greenway</b>	SE 41st/42nd, Ramona to Crystal Springs	Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines. Includes several blocks of street paving.	<i>Pending</i>
<b>Duke Neighborhood Greenway</b>	SE Duke St, 82nd to 92nd	Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines.	<i>Pending</i>
<b>South Lents Neighborhood Greenways</b>	SE 83rd, SE Harney, SE 89th, SE Crystal Springs	Design and implement a neighborhood greenway, including traffic calming, enhanced crossings, and diversion as needed to meet guidelines. Advisory bike lanes may be considered as an alternative to neighborhood greenway treatments	<i>Pending</i>

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# Bus network recommendations

Apart from the high-frequency routes serving the edges of the area, **none of TriMet's routes that cross the interior of Lower Southeast run frequently** (every 15 minutes or more often). In partnership with the community, a consultant team, and TriMet, the project team developed a bus network concept to provide better access within and beyond the Plan Area.

The bus network in the Lower SE project area is part of TriMet's grid network. Each of the bus routes serving the area crosses many other routes, and travel is possible in all directions. However, apart from the high-frequency routes serving the edges of the area (Line 72 - 82nd Avenue, Line 75 - Chavez, and Line 14 - Hawthorne), none of TriMet's routes that cross the interior of Lower Southeast run frequently. **This makes bus trips to and from the area longer because passengers must endure long waiting times.** That means, on average, a resident of the study area can reach about 46% fewer jobs by bus in a given amount of time than the average resident of Portland.

The bus network in Lower Southeast covers most of the developed residential and commercial areas within a 1/4-mile walk to service, but some important streets lack direct service: Woodstock Boulevard east of 52nd Avenue, SE 72nd Avenue north of Flavel Street, and Flavel St from 72nd Ave to 82nd Ave. This limits access to important destinations like the Mount Scott Community Center, as well as corridors like Woodstock Boulevard designated for higher density development in the 2035 Comprehensive Plan.

**The lack of the "grid" of bus service that exists in many other parts of Portland means many bus trips are much longer-distance (and often require multiple transfers) than an equivalent direct car trip.**

## Arriving at a recommendation

The Plan's recommended bus service changes not only impact service and access within the project area, they also have implications for the broader TriMet public transportation network. More analysis and coordination is necessary before any changes are formally adopted. However, the project team solicited community feedback about these potential changes to learn more about the benefits or burdens these changes would have on riders.

TriMet's Forward Together, a recently completed plan for how TriMet will expand and change transit service across the regional system in the next 3-6 years, became a key opportunity to advance the Lower Southeast Rising bus network recommendation. Working with community members, a consultant team, and TriMet, a substantial portion of this recommendation was adopted into the TriMet Forward Together plan.



### THE RECOMMENDATION

**To provide more direct access to community destinations and higher density corridors**, a few changes to bus routes are proposed for consideration.

- 1. To create continuous access on Woodstock Boulevard, the Line 19 service could continue east-west on Woodstock to Lents Town Center** instead of, or in addition to, the current service that goes along SE Duke Street to 82nd Avenue and then to Flavel Street. Service should be upgraded to frequent.
- 2. Line 10 service could serve SE 72nd Avenue** instead of current service on Harold St between 72nd Avenue and SE Foster Road, and SE Ellis Street between Foster Road and SE 92nd Avenue
- 3. Line 71 could continue east-west on Flavel Street from 72nd to the SE Flavel Green Line MAX station**, instead of current service north-south on SE 72nd Avenue south of Flavel Street. Service should be upgraded to frequent.
- 4. Line 19 and Line 71 could become frequent service**, improving transfers to and from the most important and high ridership lines in the area.

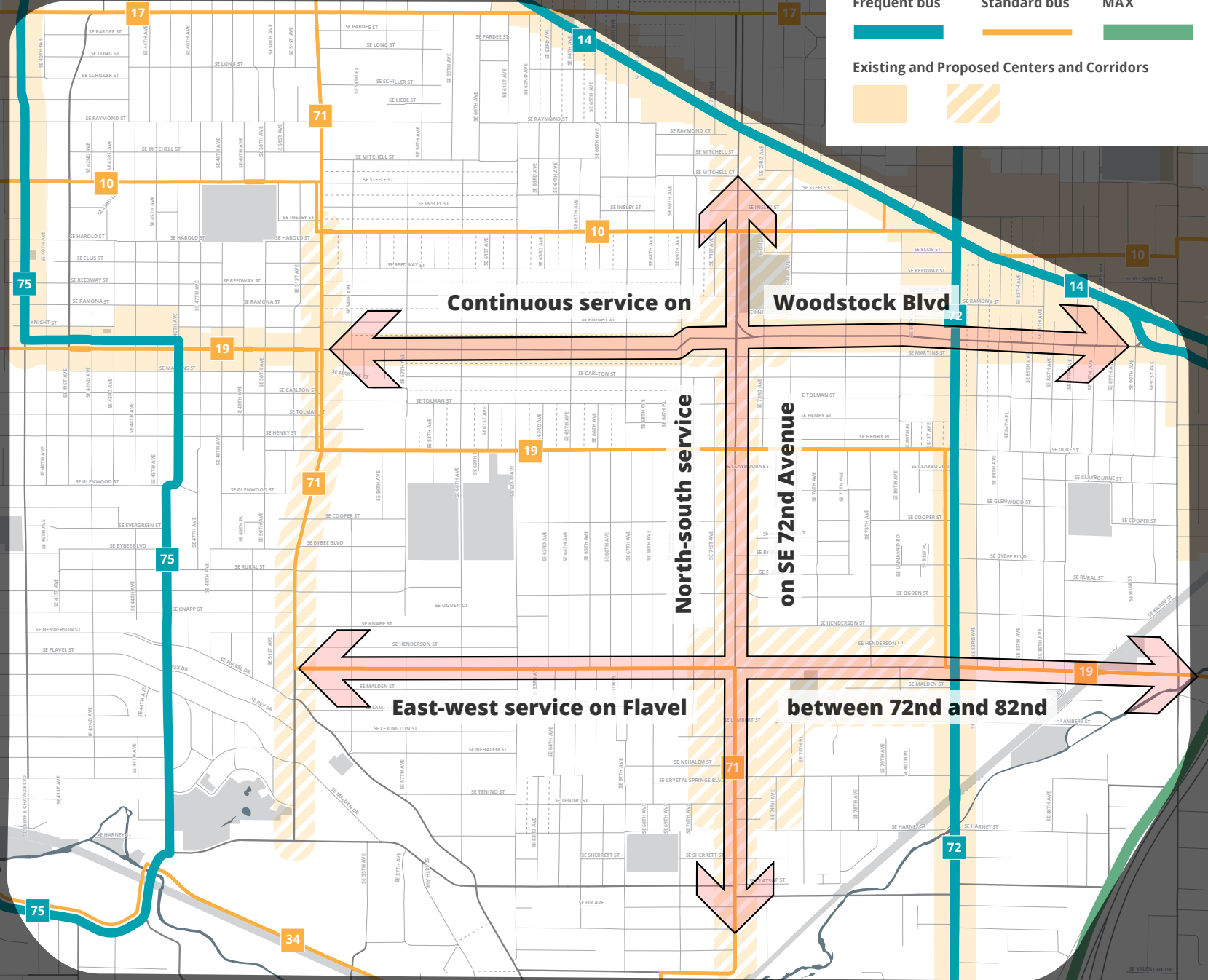
# RECOMMENDED TRANSIT CONCEPTS

## EXISTING BUS NETWORK

- Frequent bus 
- Standard bus 
- MAX 

## Existing and Proposed Centers and Corridors

-  Existing Center
-  Proposed Center



GREEN LINE





# TriMet's Forward Together

TriMet's Forward Together is a near-term proposal for service changes across the regional transit network. Forward Together implements many of the recommendations outlined in the Lower Southeast Rising Area Plan (detailed in table below). In addition to implementing some of this plan's transit recommendations, Forward Together will also bring increased transit service to the area; buses will come more often on the new Woodstock Blvd line (which TriMet will renumber as Line 4) as well as on the Line 71. There are a few recommendations from this plan which were not adopted by the Forward Together service plan but that could be in the long term; these recommendations are supportive of the long term transportation and land use vision described in this plan.

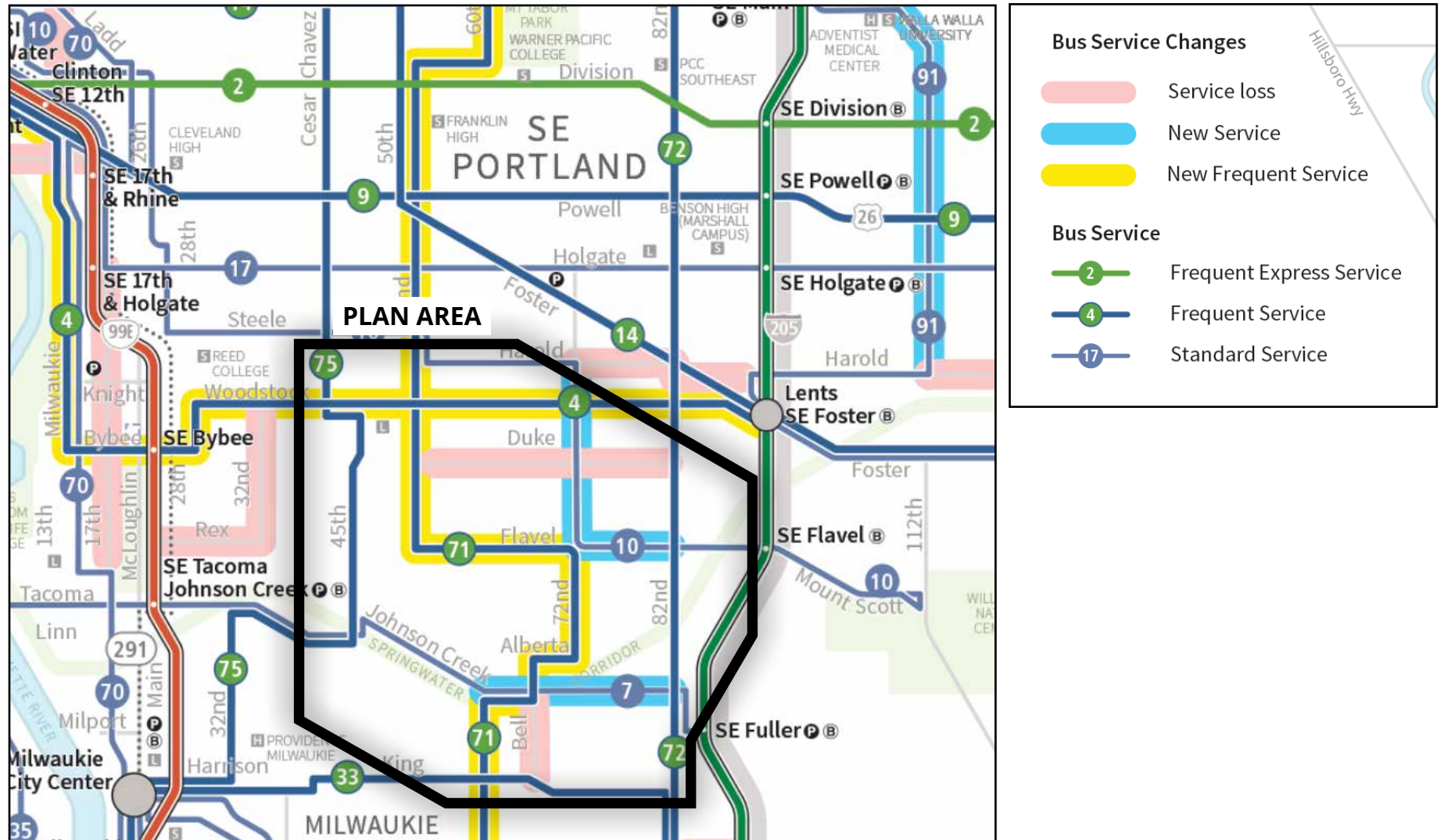
Though not in the plan area, many community members over the years have advocated for the Line 19 to cross the Willamette River on the Tilikum Crossing to get to downtown more quickly, avoiding congestion on the Ross Island Bridge. Forward Together includes this idea as a recommended service concept.

One recommended change that has generated community discussion is the shifting of service from Duke in favor of a frequent and streamlined route on Woodstock and new north-south service on 72nd. While there are some tradeoffs in longer distances to bus stops, access analysis demonstrates the plan area's transit access on the whole is improved by this change.

## STATUS OF TRANSIT NETWORK RECOMMENDATIONS

CHANGE	Lower SE Rising Recommendation	To be implemented in TriMet Forward Together Plan
Continuous east-west bus service on SE Woodstock Blvd to support the Neighborhood Corridor designation		
Frequent Service on new SE Woodstock Blvd bus line		
Continuous east-west bus service on SE Flavel St for better connection to 82nd and to support new Center designation	 <i>Seek future opportunity to implement</i>	
Frequent service on Line 71		
Continuous north-south bus service on SE 72nd Ave to create better neighborhood connectivity and access to Mt Scott Park	 <i>Seek future opportunity to implement</i>	

## TRIMET FORWARD TOGETHER PLAN FOR LOWER SOUTHEAST RISING AREA





## SECTION 05

# Program and Policy Recommendations

To complement the recommended projects, there are several programs which can address other system and community needs uncovered during the planning process.

SECTION UNDER DEVELOPMENT

## PROGRAM RECOMMENDATIONS

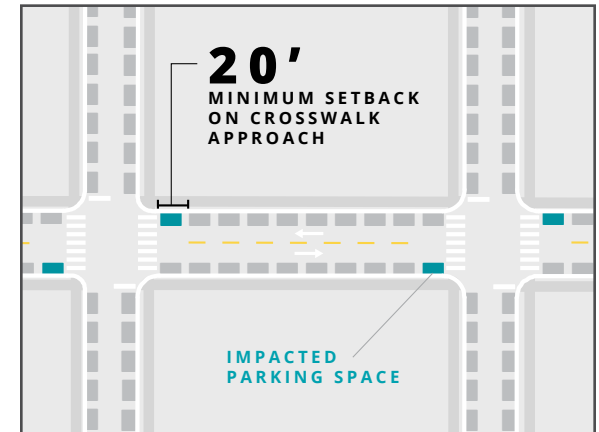
# Improve visibility at intersections

Throughout the City of Portland, vehicles have historically been allowed to park right up to the edge of the street corner - encroaching on the pedestrian zone and limiting the field of vision for all roadway users. Notably, Oregon state law and the Oregon Driver Manual specifically states that parking is prohibited within 20 feet of a marked or unmarked crosswalk or intersection, unless a local jurisdiction has different regulations. In the past, the city has often permitted parking adjacent to an intersection or crosswalk. This regulatory situation is uncommon in most major American cities and creates a stressful and unsafe condition for people walking, biking and driving - especially in denser areas of the city with more pedestrian activity.

During the summer of 2019, Portland City Council unanimously adopted PedPDX, the City of Portland's update to the 1998 Pedestrian Master Plan. In addition to a robust inventory of needs and a prioritized framework for investing in sidewalks and crossings, PedPDX contains the "PedPDX Implementation Toolbox" which outlines many strategies and actions to improve walking in Portland. Key among these recommendations is to implement new 'vision clearance' guidelines as part of new

PBOT capital projects, development review, and paving projects. As a default strategy for new projects, this recommended action recommends creating a 20 foot parking setback on the approaches of all marked and unmarked crosswalks to improve visibility at intersections. Further, the plan recommends the additional action of identifying key intersections for retroactive vision clearance implemented by programs such as Safe Routes to School, neighborhood greenways, Vision Zero and Pedestrian Network Completion Programs.

Lower SE Rising intends to build upon this prior planning work by recommending vision clearance guidelines be applied on: 1) all new and existing neighborhood greenways; 2) all Major City Walkways (the district's busiest commercial and transit streets); and 3) on all identified Safe Routes to School routes within the plan area.



*PedPDX recommends a 20 ft setback approaching all marked crossings.*





***Removing street parking from intersections allows space for important transportation-related amenities like improved transit stations, Biketown and shared scooter parking, and bicycle corrals.***

One advantage of setting back parking is that it creates extra space in the right-of-way for other amenities. These spaces at intersections could be used for things like curb extensions, bike corrals, Biketown stations, e-scooter parking zones, street seats, community parklets, transit platforms, benches, or wayfinding kiosks. Some of these improvements would be more expensive, requiring concrete construction, but others can be constructed using low-cost

materials without having to move curbs. Bike parking, e-scooter parking, and street seats in particular would be effective and affordable choices for spaces adjacent to main streets, since there is a high need for bike parking and sidewalk seating in the commercial districts.

## PROGRAM RECOMMENDATIONS

# Local streets improvements

On local/neighborhood streets, the project team heard many concerns about cut-through traffic and speeds and requests to calm traffic. The map opposite identifies specific streets in need of traffic calming or other improvements to make it safer for neighborhood travel.

In some areas, such as around Brentwood City Park, multiple streets had requests for traffic calming. In these situations, staff proposed traffic calming “areas,” where speeds and traffic could be addressed holistically within a multi-street area. Many of these local streets in Brentwood-Darlington also lack curbs and sidewalks. However, sidewalk construction can be complex and very expensive. In some situations, alternative street designs are possible, as noted in the Tryon-Stephens Headwaters Neighborhood Street Plan and underway with the current Errol Heights Street Improvement Project.

There are also many unpaved streets in the area, especially in the Woodstock neighborhood, but also in the Brentwood-Darlington and Lents neighborhoods. Some of these make circulation and local access difficult, especially in locations with few parallel alternatives. While the City’s recent [Gravel Street Service](#) has significantly improved the condition of these streets, this service occurs on a three-year cycle. As a result, potholes, ruts, and uneven grading are still a common occurrence.



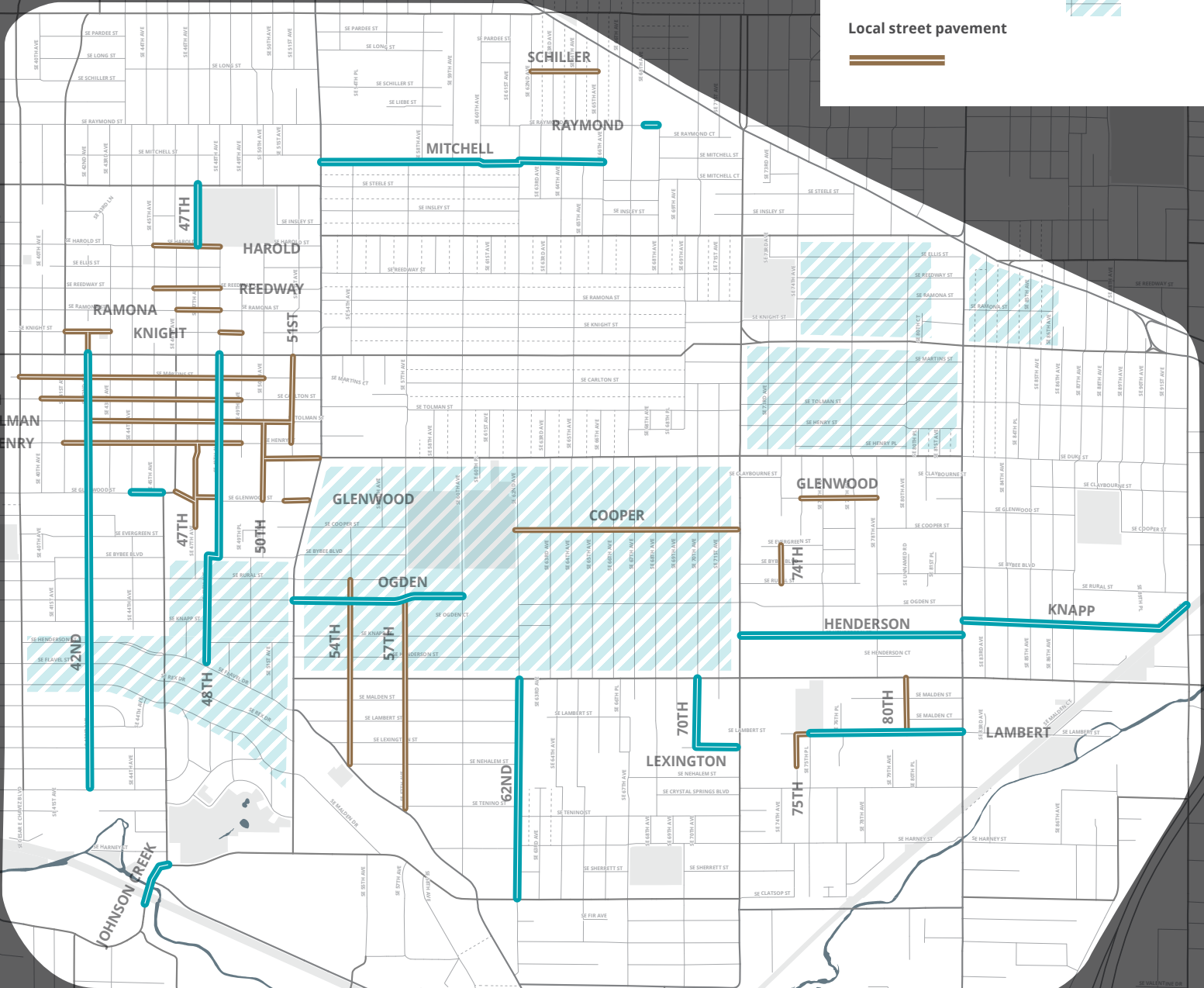
*Lack of sidewalks on street in Brentwood-Darlington*



*Cyclist navigating puddles on a gravel street in Woodstock*

### LOCAL STREET PRIORITIES

- Local street safety 
- Traffic calming area 
- Local street pavement 



ST MARTINS  
CARLTON  
TOLMAN  
HENRY

JOHNSON FREEK

## PROGRAM RECOMMENDATIONS

# Portland in the Streets

The Portland in the Streets program provides an avenue for community participation in shaping the use and function of public streets. Block Parties, public spaces, and street redesigns can be implemented and designed by community members themselves.

Collaborating with community partners creates opportunities for more people to shape their city, and to do so in a way that strengthens communities. While the walking and biking projects identified in this plan will be designed and built by the City, there are many opportunities for new and improved connections and enhancements to be led by community groups with the City in a support role. Community-initiated projects take advantage of community interest, knowledge, resources, and passion, while providing a useful connection at a fraction of the cost and time of a city-initiated effort.

### Portland in the Streets permit program

While Lower Southeast Rising does not identify any specific community-led project opportunities, the plan recognizes the vital role community-led efforts have in shaping the landscape of walking and biking in Lower Southeast Portland. The Portland in the Streets program offers a framework for community members and organizations to change their relationship with their streets and open

their minds to new ways using streets for placemaking or for travel. Through the Portland in the Streets permit program, you can activate public spaces (streets, sidewalks, underutilized spaces) for small and large community gatherings and places. Portland in the Streets encourages people to get creative and re-imagine their streets, parking spaces, plazas, and alleys as places to enjoy and engage the surrounding community.

### Portland in the Streets Project Types

A variety of Portland in the Streets project types are available for community members interested in community-use of public streets and spaces. Program staff are available to work with community members to identify the right project type for their effort. The sample of project types on the following page can be used by neighbors and business to advance development of new walking and biking routes, amenities, and awareness among their community.



**Street Painting projects** install large-scale paintings right on the road. These projects feature community-designed and implemented paintings with a process that builds relationships between neighbors and increases residents' ownership of place.

**Pedestrian Plazas** are long-term community placemaking projects within the right-of-way to create open space on underutilized streets, alleys, or other roadways for the public to use and activate. Pedestrian plazas may occur on any street type that is adjacent to or close proximity to a partnering business or organization.

**Creative Crosswalk projects** enhance existing painted crosswalks in your neighborhood with a whimsical, artistic design. These projects give you and your community an opportunity to collaborate on an enduring design for the community to appreciate.

**Spaces to Places projects** turn an underutilized or underdeveloped space of public right-of-way into places where people want to gather and return. Spaces to Places projects beautify, re-purpose, and energize public spaces into socially and culturally important site.

**Street Prototyping projects** are short- or long-term temporary projects that test a new street or intersection design concept. Information and results obtained from such projects inform future design decisions.

**Park(ing) Day!** is a world-wide event held in September designed to give people the opportunity to re-envision how we use our public on-street parking spaces. These projects are designed to strengthen community connections, and increase awareness about the importance of walkable, livable, and healthy cities.

**Street Seats projects** allows businesses or non-profit organizations to convert on-street parking into other public uses, such as café seating or a mini-park, also called a parklet. The program enhances street vitality and benefits local businesses.

**Play Streets projects** make neighborhood streets available to kids and adults for play, socializing and physical activity on a frequent and recurring basis. Play streets open the right of way for everyone to come and play and are a great way to create a fun active space, especially when recreational areas are scarce.

**Portland Pathways projects** are permitted path connections for walking and biking through otherwise undeveloped or impassable street connections. More information about Portland Pathways is available on the following pages.



# Transportation System Plan

## Classification Updates

UNDER DEVELOPMENT

# Transportation System Plan

## Classification Updates

UNDER DEVELOPMENT





SECTION 06

# Funding and implementation strategy

CHAPTER UNDER DEVELOPMENT

## Near-term funding sources

The Portland Bureau of Transportation relies upon a variety of internal and external funding sources to pay for project implementation. These funding sources each come with their own limitations, priorities, and time lines; full plan implementation and a precise time line for construction will depend on funding availability and grant award success. The sources listed below are citywide funding sources, we've identified planning-level estimates of funding eligibility in Southwest Portland.



### Fixing our Streets

The voter approved work plan for Fixing Our Streets includes funding for design and construction of some of the bike lanes and crossing enhancements recommended by the Southwest in Motion plan. This funding source is also implementing recent and ongoing projects in Southwest.



### Transportation System Development Charges (TSDC)

Whenever a new building is constructed in Portland, including a home, store, office, etc., the developer pays Transportation System Development Charges (TSDC). The fee covers part of the cost of building transportation facilities to serve development—things like roads, sidewalks and other facilities that get people to where they need to go. Funding is limited to projects included on the TSDC project list and generally pay for only a portion of the full project cost.

**Eligible Funding:** Generally, up to 30% of project costs, only applicable to “TSDC Eligible” projects.



### Local Transportation Improvement Charge (LTIC) Funding

In Spring 2016, the City adopted the Local Transportation Infrastructure Charge (LTIC), a charge on new infill development occurring on these streets in single-dwelling residential zones.

**Eligible Funding:** Total amount varies upon collection rate.



### Ongoing Quick Build Network Completion funding

Three program areas now receive ongoing funding for completing walking and biking transportation links. These programs include Neighborhood Greenways; Bikeway Network Completion; and Pedestrian Network Completion. Ongoing funding can support small-scale restriping projects for new crosswalks, bike lanes, and other minor enhancements. This funding sources is inadequate to cover road-widening or significant sidewalk construction.

## Potential future funding sources

### Potential future funding sources

Future funding sources are uncertain and fluctuate in response to political and economic trends. These funds may be subject to a local or regional vote; federal funding availability; and future legislative commitments.

### Potential renewal of local gas tax

Renewal of Portland's Fixing our Streets measure would continue to fund important maintenance, system expansion, and safety needs. These funds are highly flexible, and can be used to fully fund moderate scale projects or as a match for larger scale projects.

### Metro Regional Flexible Funds

Oregon Metro offers regular grant opportunities to fund transportation projects across the region. Projects must address the grant criteria, be of regional significance, and compete against other project applications.

### Metro Parks and Nature Bond

Four times during the last two decades, voters across greater Portland have approved investment in a network of regional parks, trails and natural areas. A future parks and nature bonds could fund projects that improve parks and natural areas and support community projects.

### Other financing mechanisms

Other funding mechanisms are available for highly motivated community members interested in investing directly into the streets in their neighborhood. These strategies are particularly useful for local streets, special projects or other needs not met by traditional funding sources.

### Local Improvement Districts (LID's)

LID's are used by cities or private property owners to fund and construct local projects such as streets, bike infrastructure, sidewalks and stormwater Management features. Using the LID process, area property owners share the cost of transportation improvements.

### Public Private Partnerships (PPP)

Direct community funding can also help contribute to project financing. A recent example of a successful PPP project is the Footbridge over Burnside project in NW Portland. Community crowd-funding helped complete the funding necessary to complete the Portland Parks Foundation led project.

## AGENCY PARTNERS AND COORDINATION

Other agency partners often have interests in PBOT projects, and PBOT is obligated to address other bureau requirements. For example, street widening to add bike lanes or sidewalks must also meet requirements of the Portland BES Stormwater Management Manual. Similarly, investments in the stormwater system involve work in the right-of-way that may expand opportunities for transportation access improvements, or require investments in transportation infrastructure to meet regulations such as the Americans with Disabilities Act. Collaboration on projects with shared interests can minimize individual bureau costs and deliver a more complete project.

### BES Matching Funds and Collaboration

BES has committed funds for cost-sharing with PBOT on projects to help both bureaus get more from our projects. This includes coordinated right-of-way improvements to address PBOT transportation needs with BES's stormwater system improvement needs. These project opportunities also include water quality improvements by converting high-priority City maintained roadside ditches to swales to slow, partially detain, and treat stormwater before it reaches streams. Work on the road edge may bring opportunities to enhance a street to improve conditions for people walking and biking.