

# Reconnecting Communities & Neighborhoods

City of Portland Federal Grant Requests



# Reconnecting Communities & Neighborhoods



Joint Grant Cycle for **Neighborhood Access and Equity** and **Reconnecting Communities** grant due September 28, 2023

Both programs are focused on restoring connections and repairing harms caused by transportation facilities.

Within the Neighborhood Access and Equity program:

- One time allocation of more than \$3B available for planning, capital and regional challenge programs
- No local match required in high equity areas



# Projects in the City of Portland

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## Portland Bureau of Transportation

- N/NE Broadway Main Street
- 82<sup>nd</sup> Avenue: Cully/Sumner



Metro

## Oregon Department of Transportation

- I-5 Rose Quarter Highway Cover

## Metro

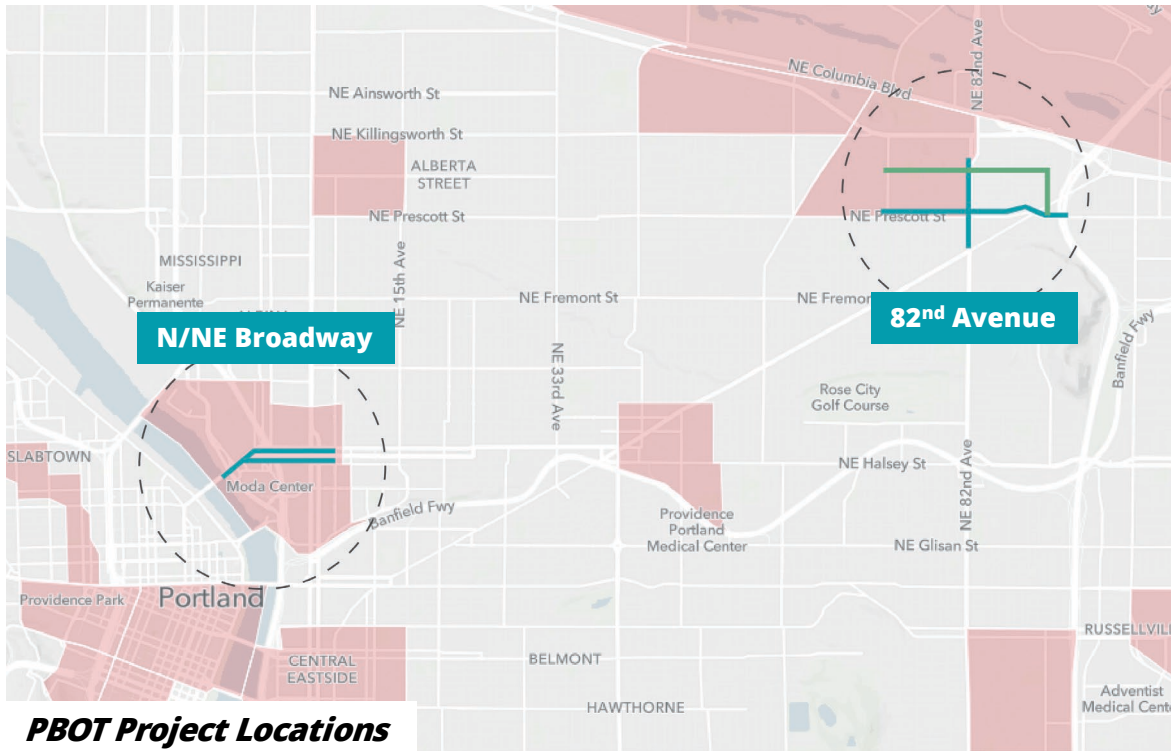
- Community Challenge Grant for Regional BRT and Capacity Building



## OMSI

- SE Water Ave Realignment

# PBOT-led Projects



*Identified Areas of Persistent Poverty*

The Portland Bureau of Transportation is pursuing two grant applications under the Neighborhood Access and Equity Capital Construction Program.

- **Broadway Main Street & Supporting Connections**
- **82<sup>nd</sup> Avenue: Cully/Sumner Neighborhood Connections**

Both grants are intended to mitigate major transportation barriers, improve multimodal access, and address safety needs.

These project advance PBOT Transportation Justice priorities by focusing investments in federally designated areas of persistent poverty.

# 82<sup>nd</sup> Ave: Cully/Sumner Neighborhood Connections

Neighborhood Access & Equity



**82<sup>nd</sup> Avenue** was widened in the early 20<sup>th</sup> century and transformed into a state highway that has since divided neighborhoods like Cully and Sumner from each other and the rest of the city.

The recent **jurisdictional transfer** from State to City control gives us the opportunity to make significant safety and access improvements to make this street less of a barrier and better serve adjacent communities.

**Significant funding** is needed to make these improvements a reality and fully shift 82<sup>nd</sup> Avenue from a highway design to a neighborhood-serving city street.

# 82<sup>nd</sup> Ave: Cully/Sumner Neighborhood Connections

## Neighborhood Access & Equity

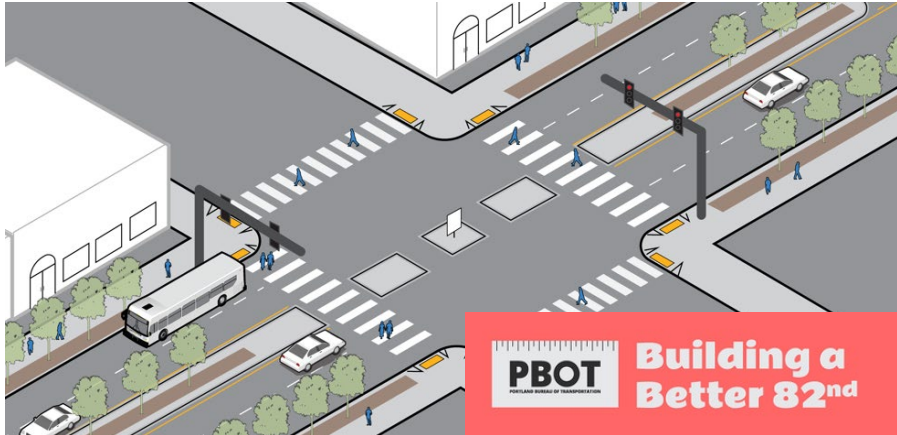


This project will improve **NE 82<sup>nd</sup> Avenue from Webster Street to Sandy Boulevard** by widening sidewalks, planting street trees, reducing speeds and conflicts, adding pedestrian crossings, improving safety at traffic signals, upgrading curb ramps, and repaving the roadway.

To better connect the Cully and Sumner neighborhoods to each other and the rest of the city, including to Parkrose/Sumner Transit Center across Interstate 205 (another major barrier), the project will also include active transportation and transit enhancements on **NE Alberta Street** and **NE Prescott Street**.

# 82<sup>nd</sup> Ave: Cully/Sumner Neighborhood Connections

Neighborhood Access & Equity



These projects will support the community vision put forth in multiple past plans for 82<sup>nd</sup> Avenue as well as the **Building a Better 82<sup>nd</sup> Avenue Plan** currently under development.

They will also improve access to the high-frequency, high-ridership Line 72 bus and could support future **FX bus rapid transit** service along the corridor.



This grant funding would be a key component in the overall funding plan for the 82<sup>nd</sup> Avenue corridor, focusing on an **area of high equity need** that has been highly impacted by this highway that has divided the community.

# Broadway Main Street & Supporting Connections

## Neighborhood Access & Equity

Albina, 1950



Albina, Today



The original construction of Interstate 5 **divided the Albina neighborhood** and was part of a series of public and private developments that **led to disinvestment in Albina and the forced displacement of many of its residents, businesses, and community institutions.**

This USDOT grant opportunity seeks to award federal funds to projects that **retrofit or mitigate highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.**



# Broadway Main Street & Supporting Connections

Neighborhood Access & Equity



**Broadway and Weidler are the primary multimodal connections over I-5** connecting Albin Vision identified catalytic sites to neighborhoods and community institutions to the north and east.

Streetscape and safety investments make this busy corridor **a more welcoming street for current and future residents.**

**This project compliments and extends the planned investments** in the I5RQ cover and local street improvements to better reconnect neighborhoods on either side of the highway.

# Broadway Main Street & Supporting Connections

Neighborhood Access & Equity

N BROADWAY



*Conceptual Rendering of a Redesigned N Broadway*

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**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

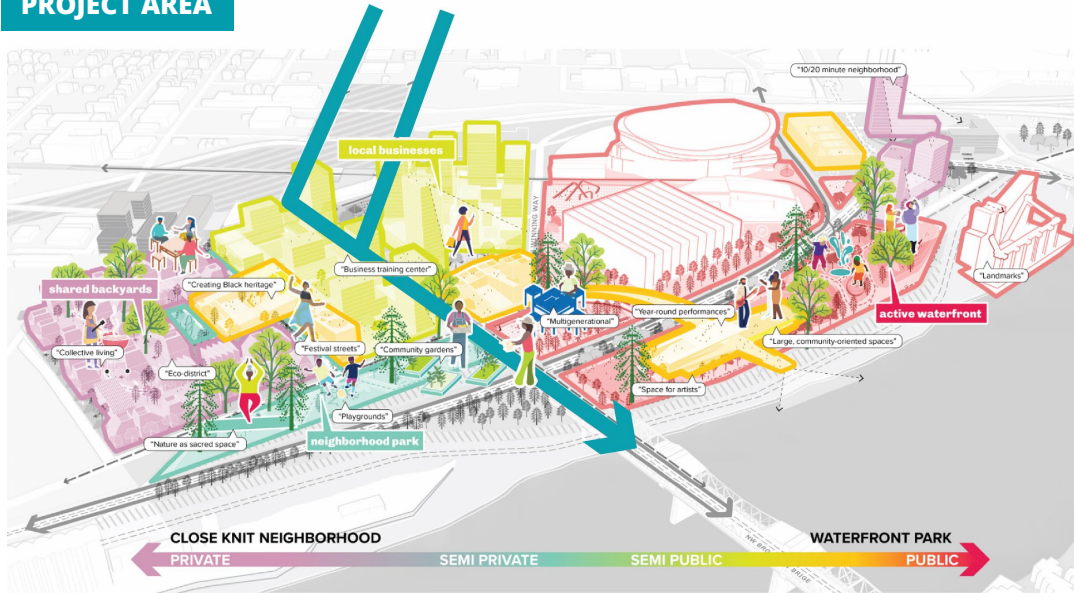


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# Broadway Main Street & Supporting Connections

## Neighborhood Access & Equity

### PROJECT AREA



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PORTLAND BUREAU OF TRANSPORTATION



### Project Goals:

- Main Street redesign to reconnect Albina area to nearby neighborhoods and support future development goals.
- Transform the widest surface arterials in Portland's Central City to a safer, more human-scaled environment.
- Improve safety and access for current and future residents of the Albina area.
- Honor the district's history through public realm elements including public art, urban design, and monumentation.
- Advance workforce development and equitable contracting goals to spur job creation and economic opportunities.

### Project Elements:

- Improved sidewalks and safer pedestrian crossings.
- Reduce the distance for people crossing the street from 96ft today to 60ft or less on N Broadway approaching the bridge.
- Improved access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
- Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities.
- Upgraded and protected lanes for people biking and scooting.
- Restoration of managed on-street parking and loading in some areas.



... To create a highway cover that can support the Black community's desire for self-determination

... To structure the project so the Black community can build it, own it, and benefit from it into the future

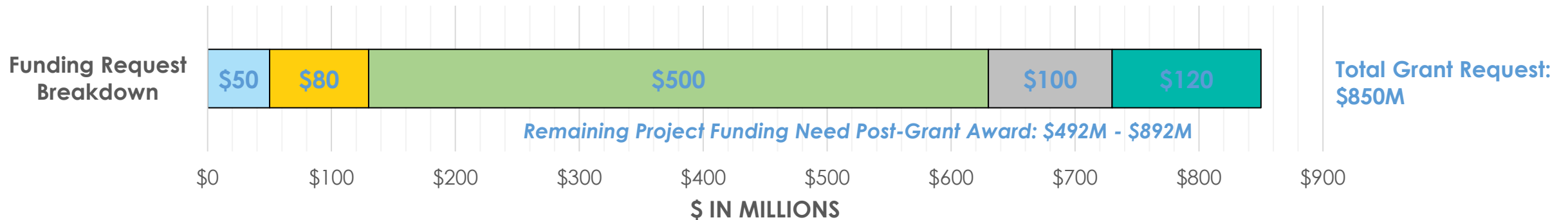
*-Independent Cover Assessment Final Report*



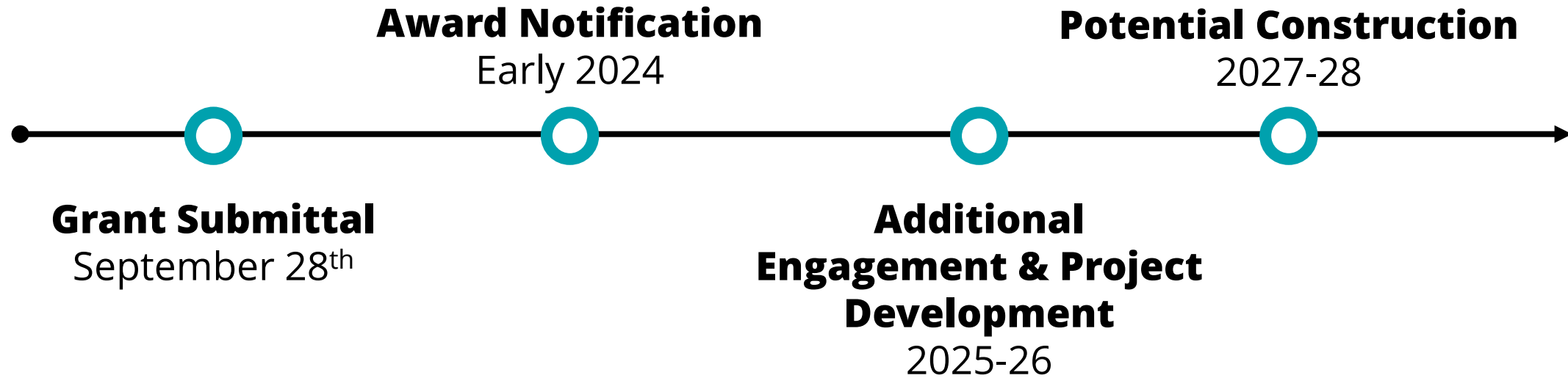
Please note that this graphic is for illustrative purposes only and does not represent a final design; the highway cover development process will be led by the City of Portland, in partnership with ODOT, and strong community involvement.

# ODOT Grant Application Funding Request

- The total funding request of this grant application, in order of priority to ready the project for construction and implement primary reconnecting features, includes:
  - **\$50 million to complete project design**
  - **\$80 million to complete project's right-of-way acquisition and utility relocation phase**
  - **\$500 million to complete construction of the highway cover**
  - **\$100 million to make multimodal improvements to city streets**
  - **\$120 million to construct a bicycle and pedestrian bridge that crosses over I-5 through the project area**



# What Happens Next



**Thank you.  
Questions?**

