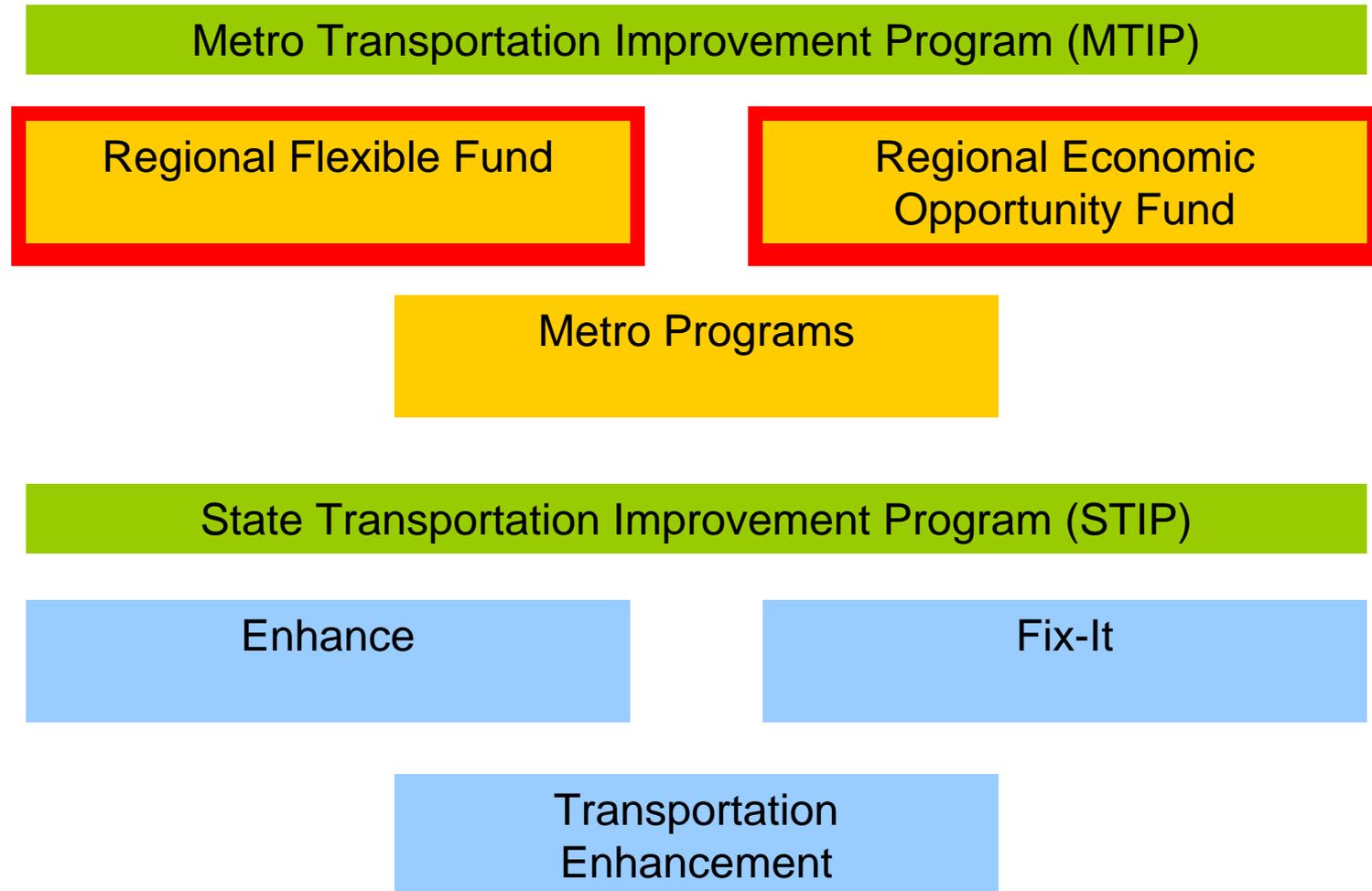
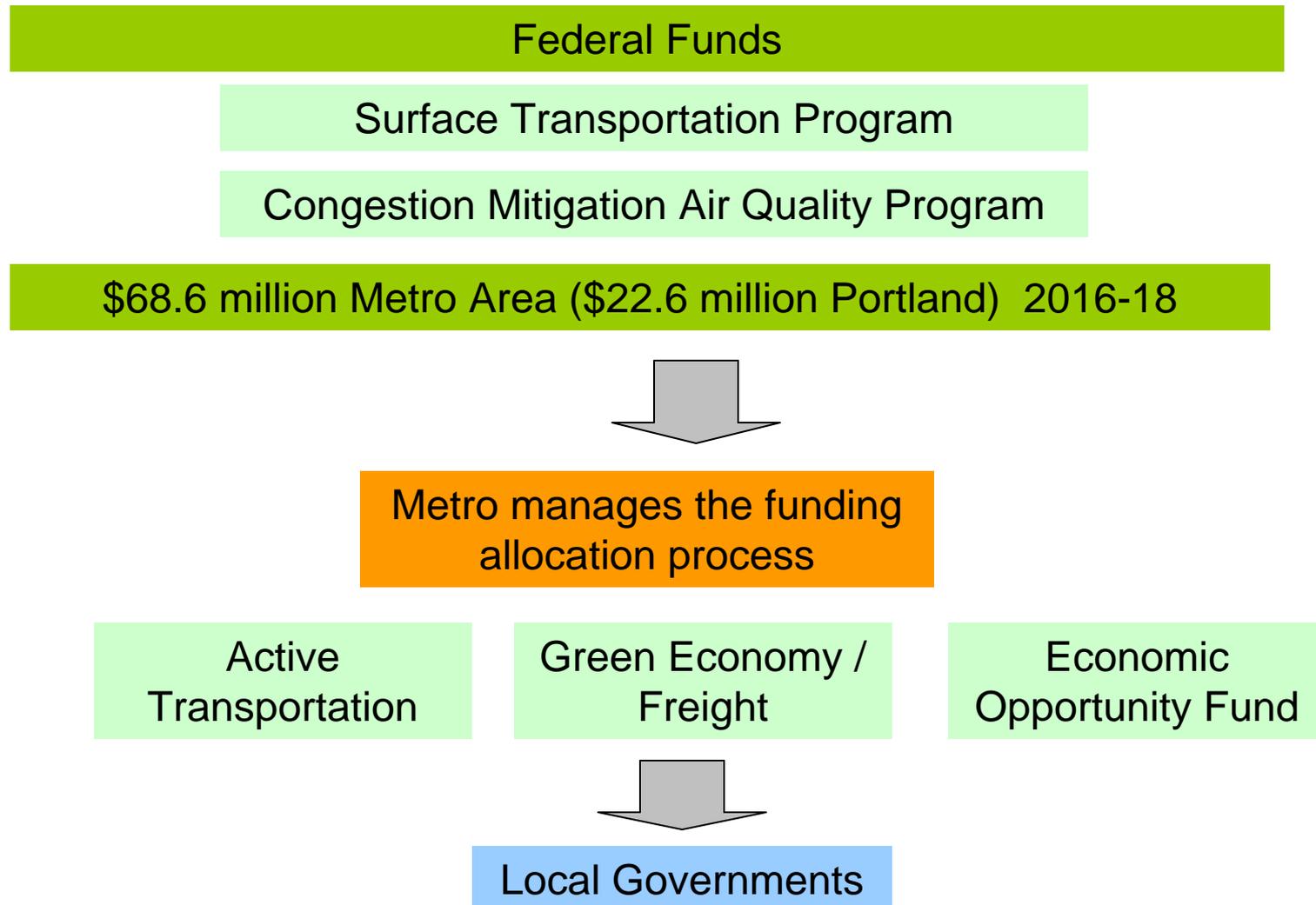


Portland's 2016-18 Regional Flexible Fund Grant Requests

What are Regional Flexible Funds?



What are Regional Flexible Funds?



How did Portland select candidate projects?

2035

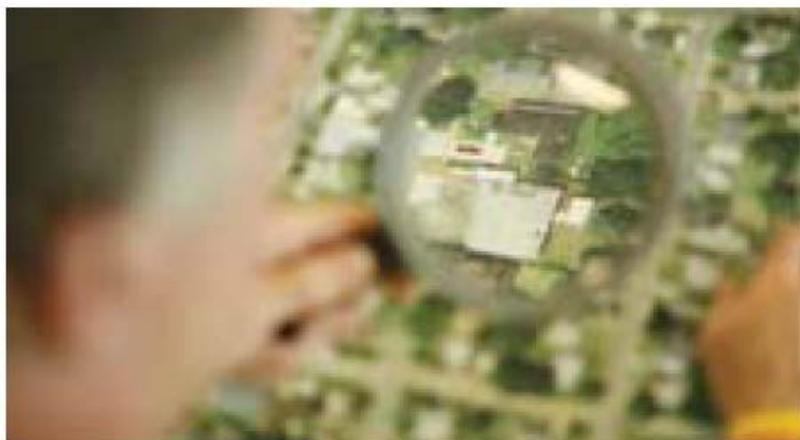
REGIONAL TRANSPORTATION PLAN

www.oregonmetro.gov

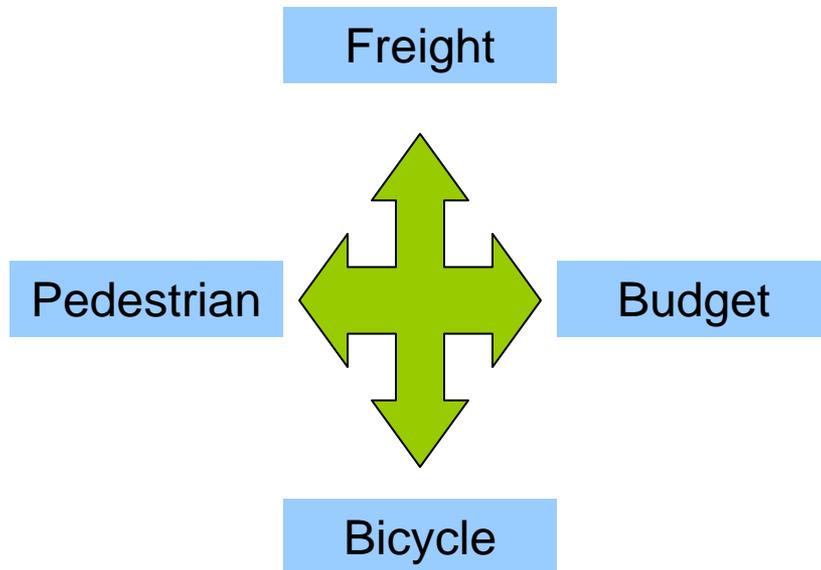
Candidate projects must be included in the Regional Transportation Plan

Projects are selected to meet the following goals

- ✓ Vibrant communities
- ✓ Economic prosperity
- ✓ Safe reliable neighborhoods
- ✓ Climate change
- ✓ Clean air and water
- ✓ Equity



How did Portland select candidate projects?



Portland developed criteria and potential projects with subcommittee comprised of neighborhood, business and modal advocates.

Projects reviewed / Endorsed by:

- ✓ Portland Freight Advisory Committee
- ✓ Portland Bicycle Advisory Committee
- ✓ Portland Pedestrian Advisory Committee

Projects nominated by local governments

Portland's Projects

- ❑ East Portland Access to Employment and Education Multimodal Project
- ❑ Barbur Boulevard: SW 19th to SW 26th
- ❑ Central City Multimodal Safety Improvements
- ❑ South Rivergate Freight Project
- ❑ Southwest in Motion (SWIM)
- ❑ Foster Road: SE Powell Blvd to 90th Phase 2
- ❑ North Going to the Island Freight Project

East Portland Access to Employment and Education Multimodal Project

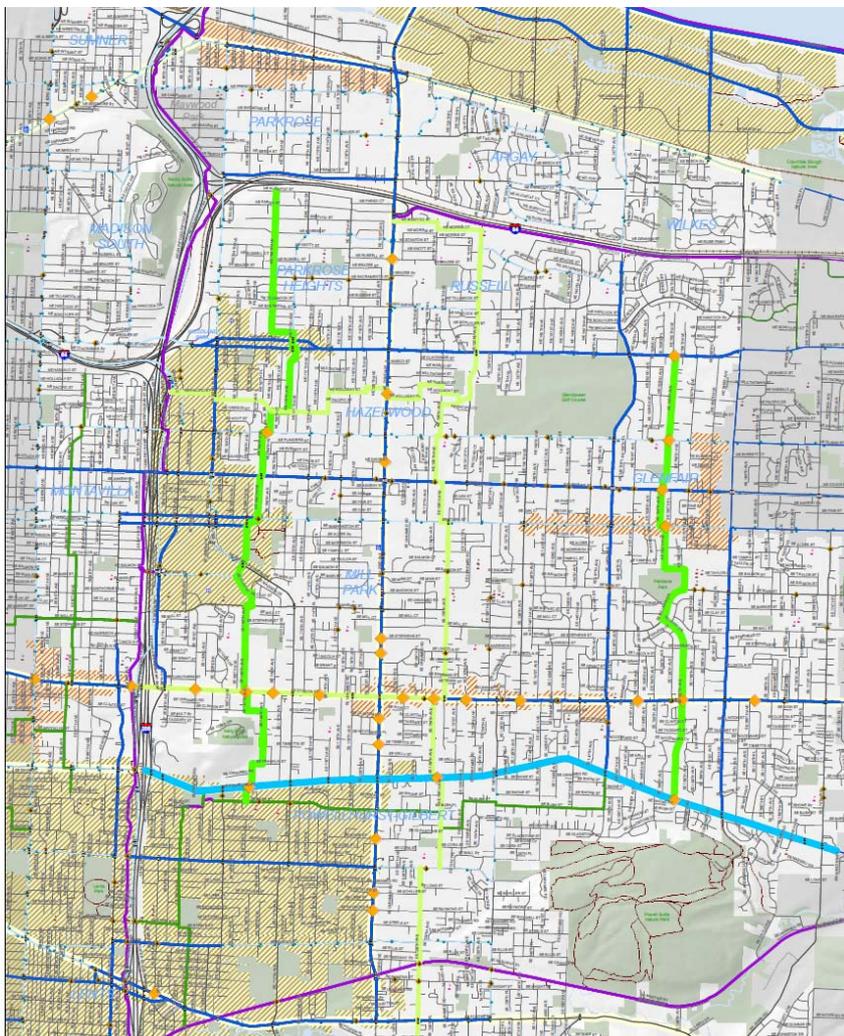
Why was this project identified as priority?



- East Portland has highest rate of serious injuries and fatalities for all modes
- Powell Boulevard is a High Crash Corridor without sidewalks, bicycle facilities and safe crossings
- East Portland Lacks of a bicycle and pedestrian network that serves all ages and abilities
- Lack of Infrastructure supporting transit

East Portland Access to Employment and Education Multimodal Project

How does the project address the problem?



- Powell sidewalk improvements
- Sidewalk improvements to access transit
- Neighborhood Greenways connecting schools, businesses, parks and housing
- Safe access to transit – crossings and stops

Barbur Boulevard: SW 19th to SW 26th

Why was this project identified as priority?

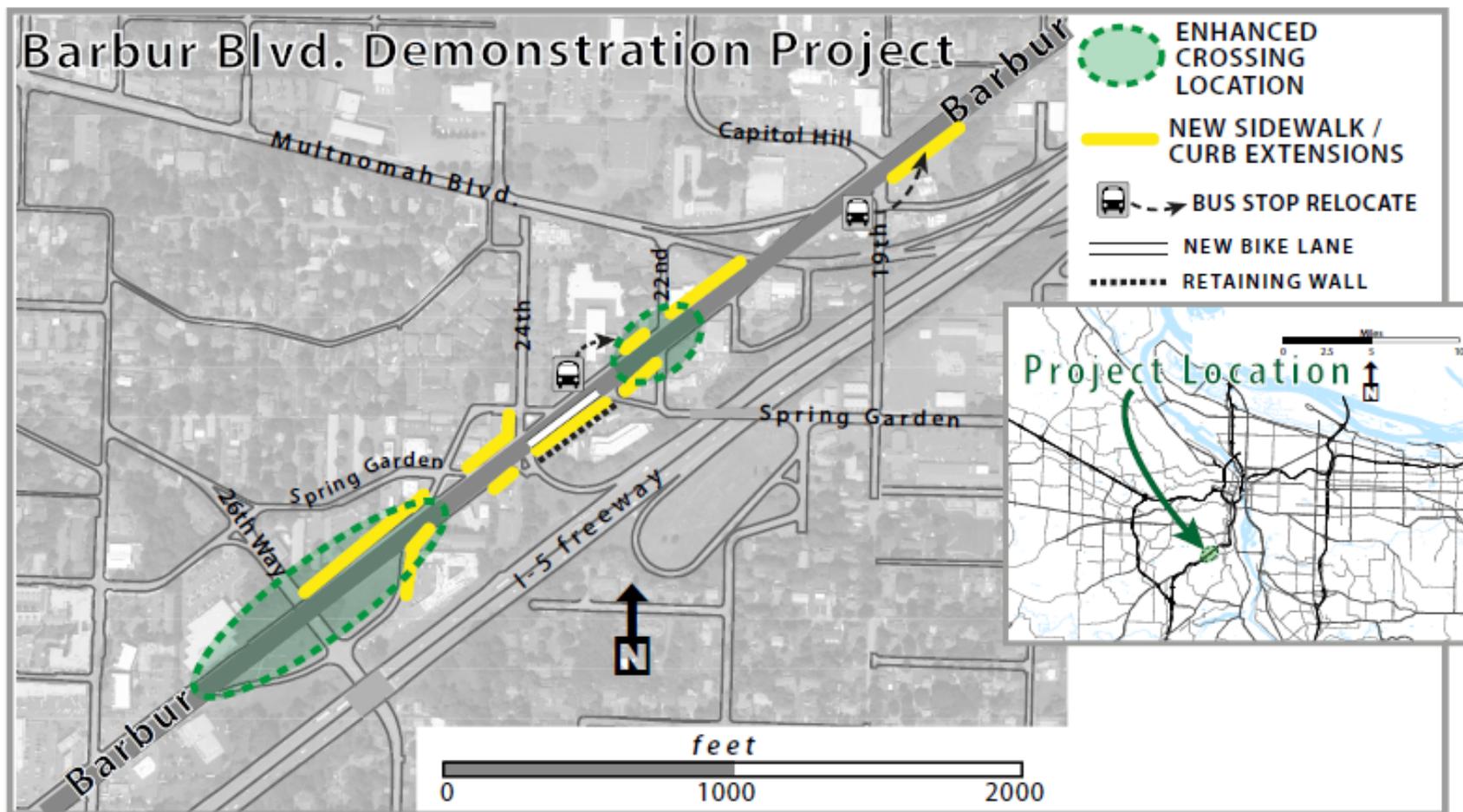


- SW Barbur Boulevard is a designated High Crash Corridor
- There are many facility deficiencies that make it a barrier to walk and bicycle
 - ✓Lack of safe crossings
 - ✓Lack of accessible sidewalks
 - ✓Lack of bike lanes
 - ✓Inadequate bus stops
 - ✓ADA barriers



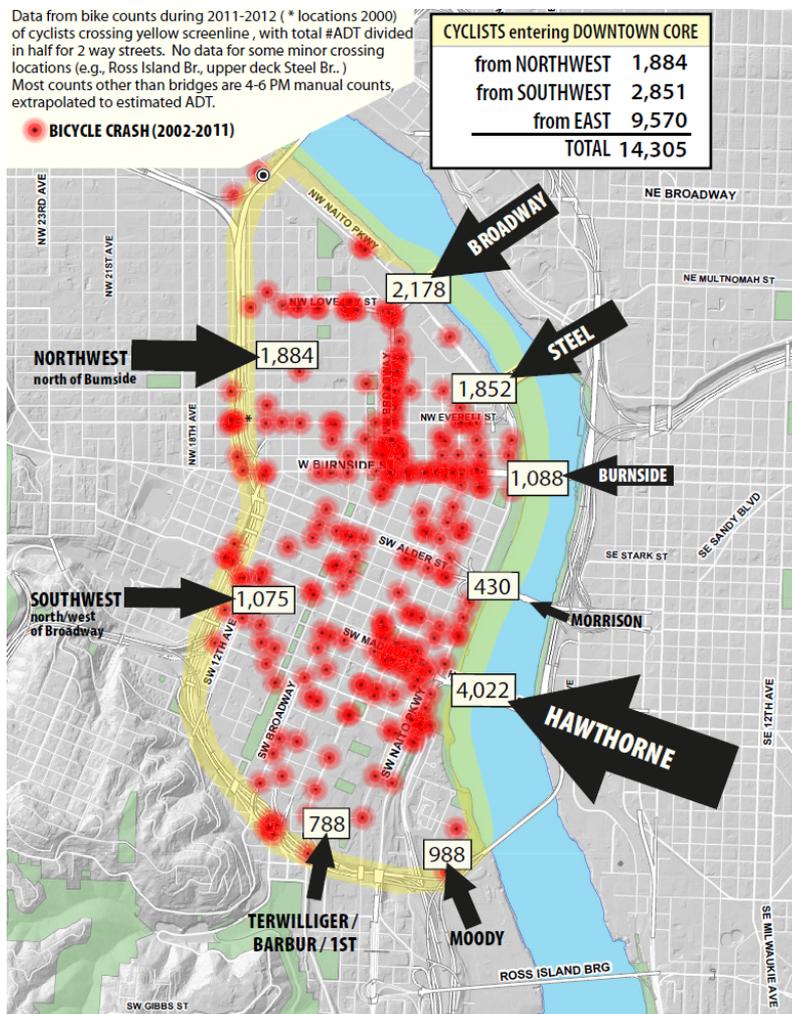
Barbur Boulevard: SW 19th to SW 26th

How does the project address the problem?



Central City Multimodal Safety Improvements

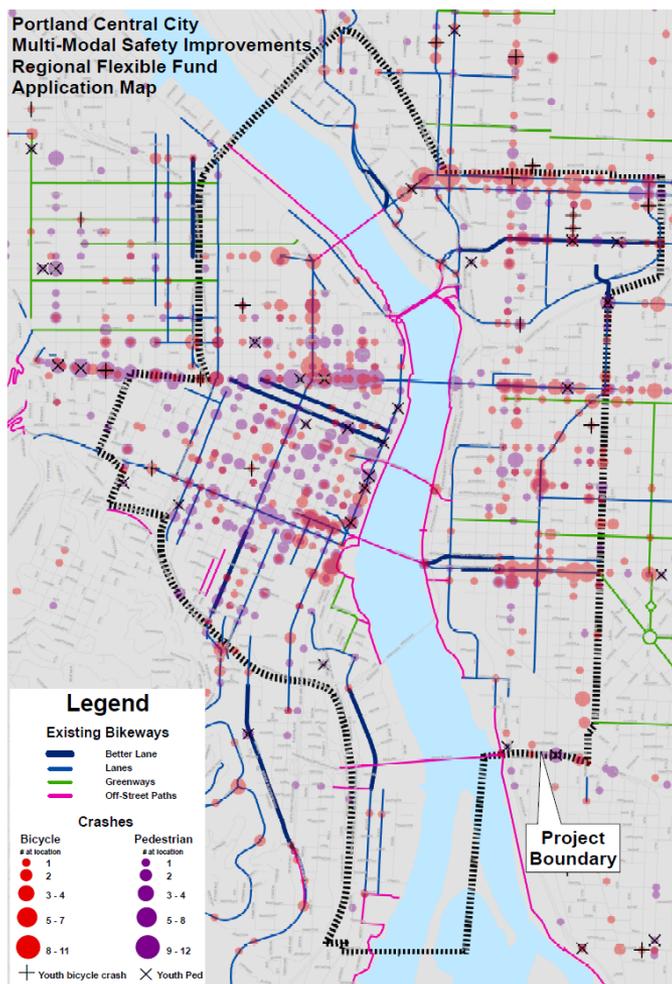
Why was this project identified as priority?



- 14 of the top 20 high crash intersections for bicycling are within the project area
- 6 of the top 20 high crash intersection for walking are within project area
- Lack of a bicycle network for All Ages & Abilities – the largest trip generator in the region is underperforming due to quality of the facilities
- Lack of Clarity on Improvements – without a network strategy it is difficult to develop projects that ensure the system meets the needs of all users

Central City Multimodal Safety Improvements

How does the project address the problem?



- Network Strategy -- Create a network strategy that integrates bicycling while ensuring efficient safe access for all modes
- Implement 1st phase of an all ages and abilities network for bicycling -- Identify and fund priority improvements for bicycle, walking and accessing transit
- Minimize conflicts between users – a thoughtful integration of bicycling in the Central City will support the achievement of numerous City and Regional goals by minimizing conflicts between walking, bicycling, driving, transit and freight delivery

Central City Multimodal Safety Improvements

How does the project address the problem?

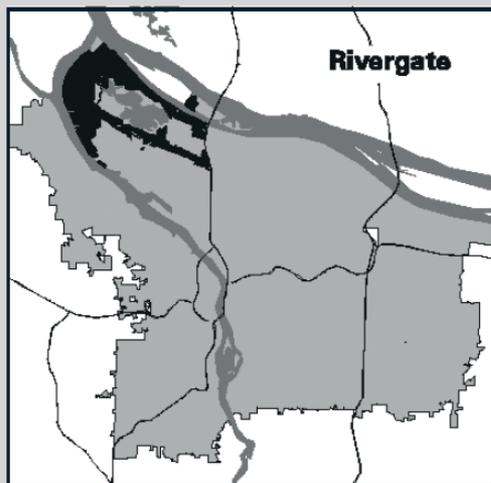


South Rivergate Freight Project

Why was this project identified as priority?

LOCATION

The Rivergate District is at the north end of the east bank of the Portland Harbor area and at the west end of the Columbia Corridor. It includes the St. Johns industrial areas to the south and extends east to the I-5.



SIZE

- 381 sites on 4,050 acres
- 26 percent of the city's industrial land
- 9,183 jobs in 276 establishments (2002)

Increasing congestion to North Rivergate Boulevard – the only public access road serving the South Rivergate Industrial District

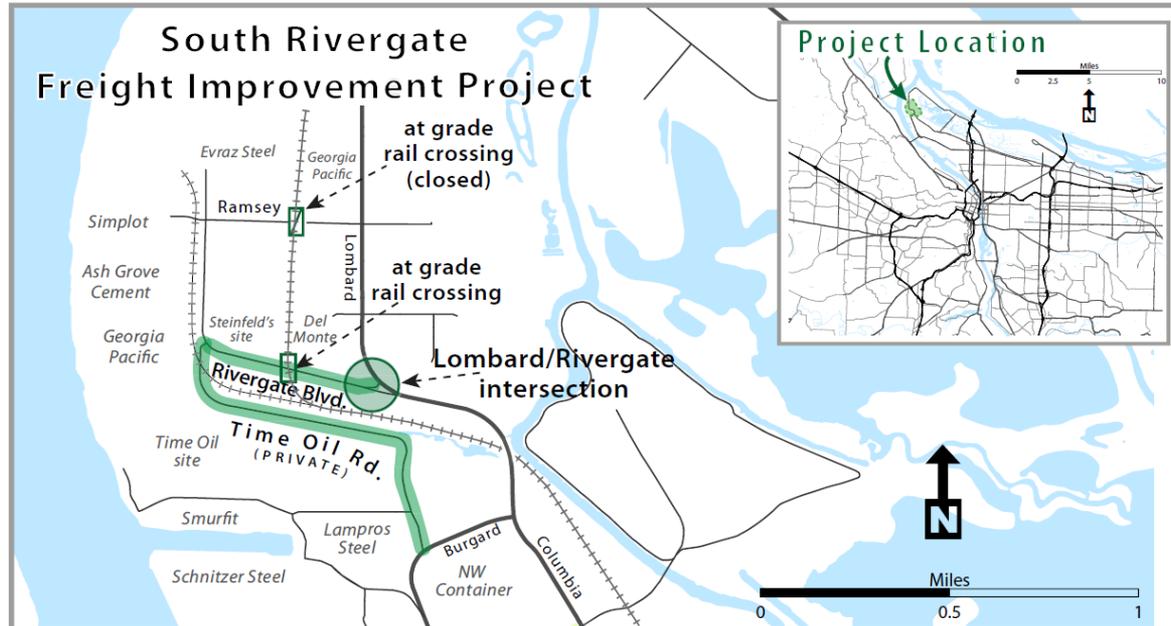
✓ Limits capacity of Portland's largest industrial park

✓ Threatens the ability for emergency response to the industrial area

The expansion of South Rivergate industries will exacerbate the problem with increased train and truck volumes in this major employment area

South Rivergate Freight Project

How does the project address the problem?

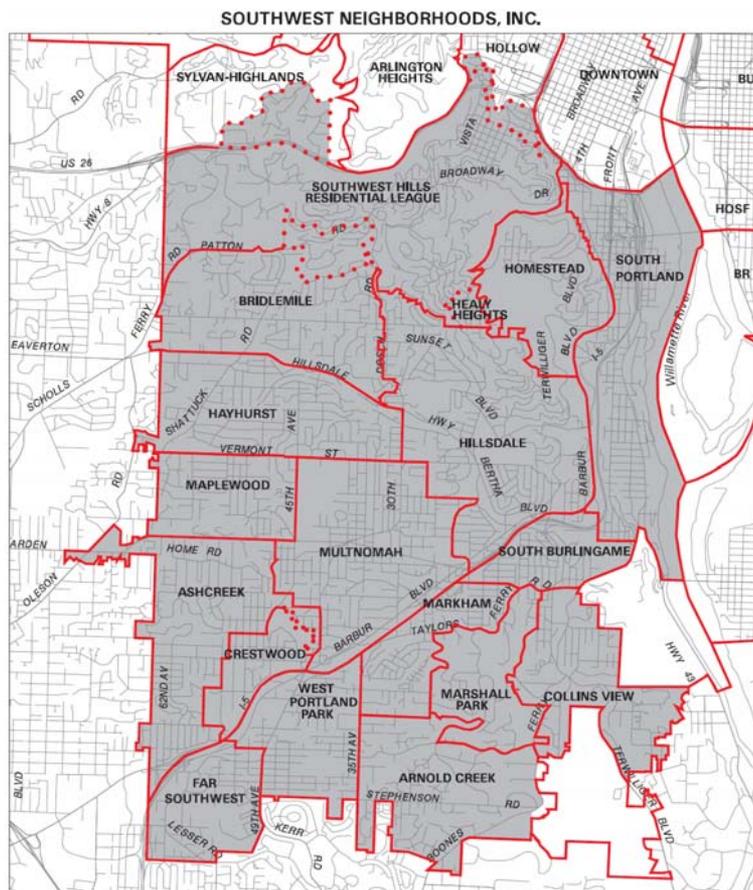


□ Develop a circulation strategy and initiate preliminary engineering for freight improvements

- *Rail Blockage Solutions*
- *N. Lombard/Rivergate Intersection Improvements.*
- *N. Rivergate Boulevard Improvements*
- *Time Oil Road Improvements*
- *ITS/Traffic Circulation Solution*

Southwest in Motion (SWIM)

Why was this project identified as priority?



Southwest Portland has significant needs related to creating low - stress walking and bicycle riding conditions

Approximately half of collector and arterial streets have no sidewalks

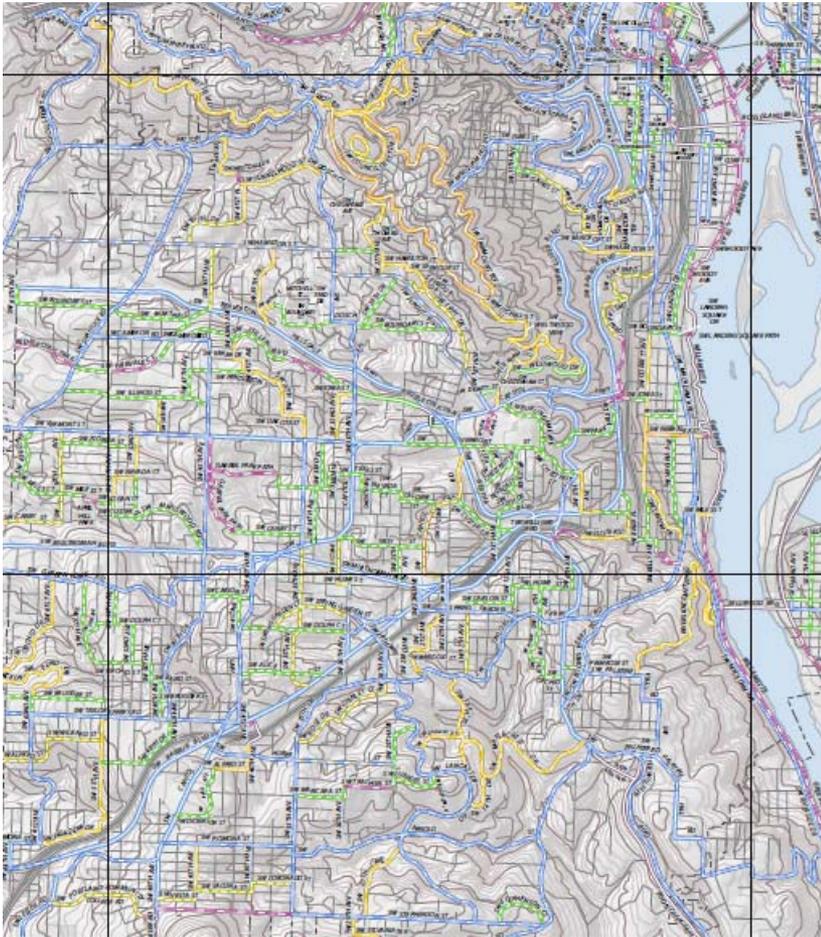
Southwest Portland has very limited access to low - stress bikeways

Most of the Southwest Portland bike network are standard bike lanes on busy high speed roadways

Many streets only having bike lanes in one direction

Southwest in Motion (SWIM)

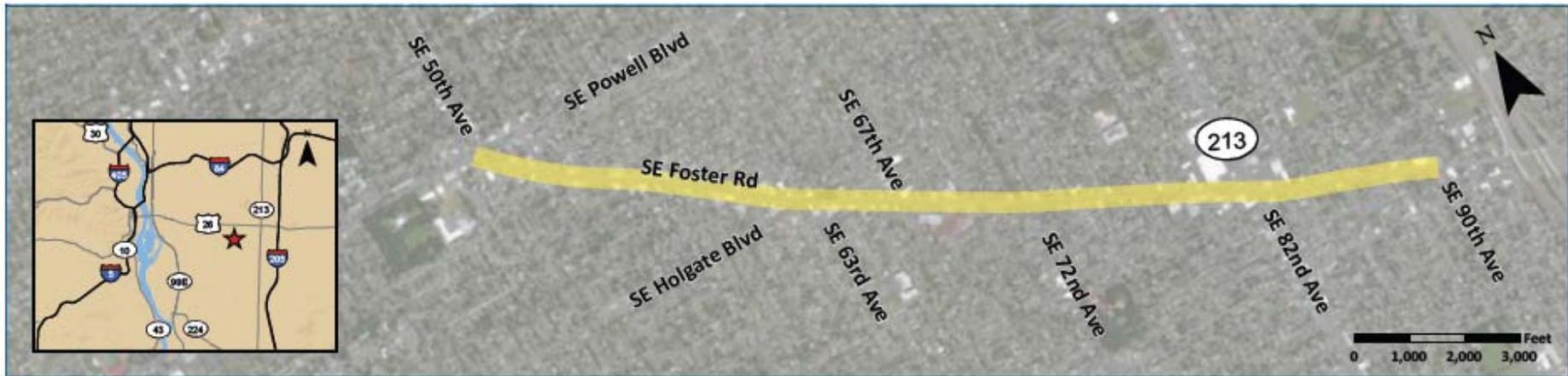
How does the project address the problem?



- ❑ SWIM is modeled after the successful EPIM effort
- ❑ SWIM will be a planning process that identifies a 5 - year active transportation implementation strategy for all of Southwest Portland
- ❑ When the Portland Bicycle Plan for 2030 was adopted in 2010, Portland City Council committed to complete area - wide active transportation implementation strategies for East and Southwest Portland

Foster Road: SE Powell Blvd to 90th Phase 2

Why was this project identified as priority?



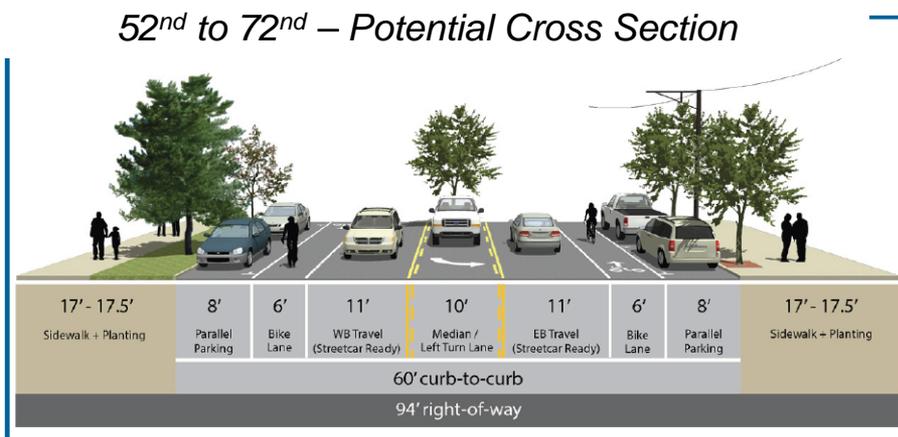
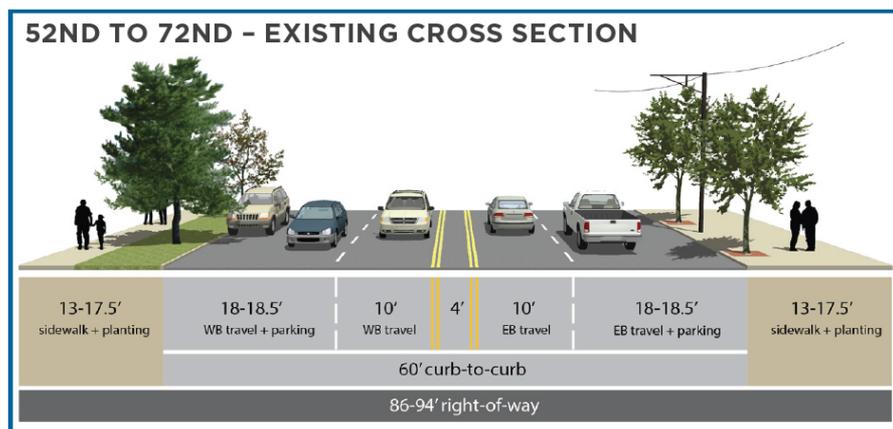
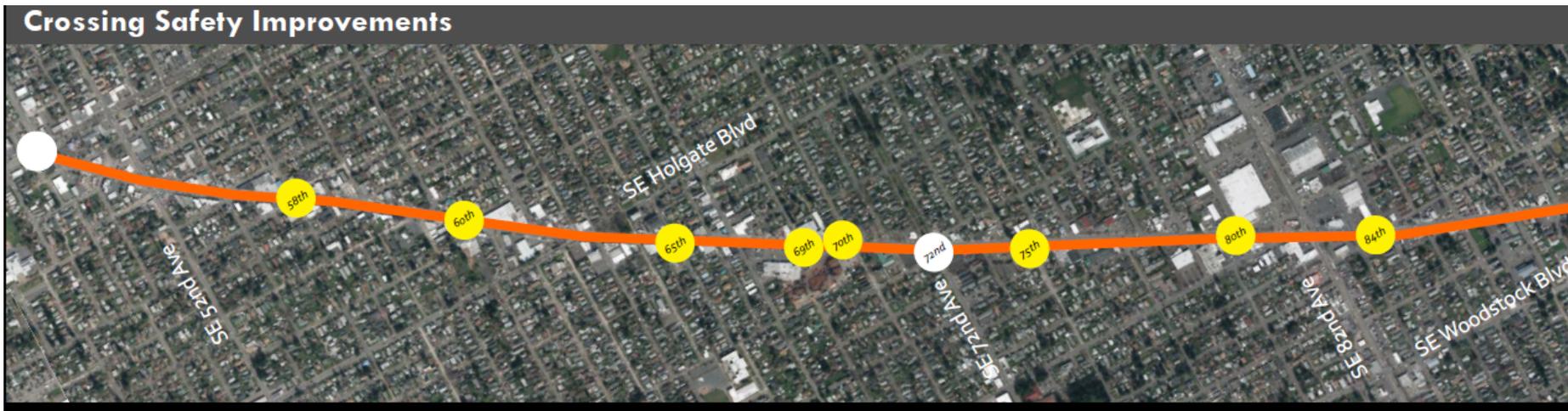
- SE Foster Road is a City designated High Crash Corridor

- Crossing Foster can be barrier for people going to nearby schools and transit and businesses

- Walking and bicycling along Foster and waiting to access transit is uncomfortable and uninviting, given the high volume of fast moving motor vehicle traffic

Foster Road: SE Powell Blvd to 90th Phase 2

How does the project address the problem?



North Going to the Island Freight Project

Why was this project identified as priority?

PROBLEM STATEMENT

The Transportation System Plan (TSP) includes Intelligent Transportation System (ITS) corridor projects planned on all major streets in Portland. This project will improve our ability to monitor and control traffic in the corridor. This project will improve control of the heavy freight area on Going from Interstate Avenue to the major intersection on Swan Island.

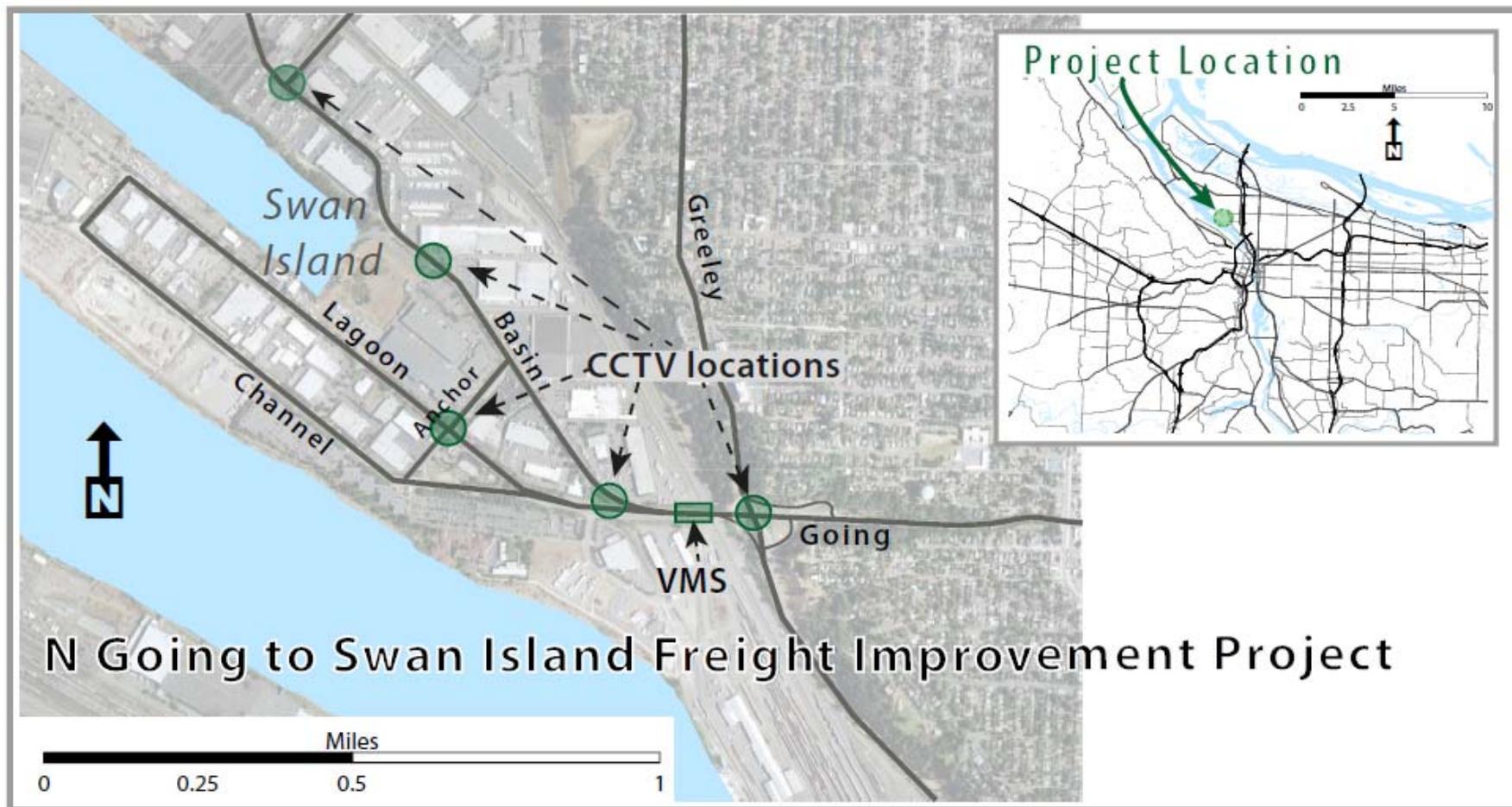
PROJECT DESCRIPTION

The project will install basic ITS infrastructure on Going from Interstate Avenue to Swan Island
Elements in this project include:

- • Install communication cable from Greeley to the major intersection on Swan Island.
- Install CCTV cameras to monitor traffic flow.
- Install Bluetooth readers to determine travel times.
- Install two permanent count stations to track volume and vehicle classification information.
- Optimize traffic controller timing parameters for all intersections for all periods of the day.
- Install software and timing in traffic signal controllers so trucks can be granted priority.
- Install a Variable Message Sign on eastbound N Going Street to warn of vehicles/train conflicts and freeway congestion.

North Going to the Island Freight Project

How does the project address the problem?



N Going to Swan Island Freight Improvement Project