

Active Transportation Demonstration Project Proposal

Division Street Multimodal Pilot Project

City of Gresham, Oregon

August 14, 2009



Project Description

Overview

The City of Gresham proposes to construct new and unique multimodal facilities and amenities along 1.5 miles of Division Street from the west city limits (bordering Portland and just east of 174th Avenue) to NW Wallula Avenue, also known as 212th Avenue. The project will provide connected but mode-unique facilities that link primary activity centers and destinations in both Gresham and Portland. Amenities such as benches, wayfinding signs, bike parking, bike boxes at major intersections, and biked/ped actuated signals are also proposed. This project will serve as a model for integrating high-level new facilities and amenities for bicyclists, pedestrians, and transit users that link together these urban and suburban communities.

Project Validity – The Case for Division Street

The Division Street corridor is poised to become a primary multimodal facility within the Portland metro region; the western project boundary links to bicycle lanes in Portland that lead directly to Downtown Portland. The eastern project boundary links to existing bike lanes and is adjacent to the Gresham Station shopping district and Historic Downtown Gresham. Also, it is parallel and near mid-point between two regionally-significant multi-use trails that also run east-west, the Springwater Rails-to-Trails Corridor and the I-84 Path. The Gresham-Fairview Trail, another regionally-significant trail that runs north-south, is nearing completion and intersects Division Street at Birdsdale Avenue, which is within the scope of this project.



Because the Springwater and I-84 Trails are multiuse asphalt trails and for the most part do not abut residential or retail uses, they serve a function that is somewhat different than the Division Street corridor – namely recreational and long-distance rides. Division Street is classified as arterial roadway and its purpose is to serve a high volume of commute and errand trips. *Building a transportation network in Gresham that offers a variety of facility types and purposes is critical to meeting regional goals to increase the use of alternative modes.*

In addition to its locational benefits, Division Street is a prime opportunity to attract new non-auto users; it is lined with residential and retail uses with nodes of mixed-use at intersections that are spaced short distances apart and perfect for errand trips. Attachment A shows current zoning and highlights the intensity of housing, employment, and retail opportunities. Essentially, this is a “build it and they will come” project.

The primary populations to be served by this project include Gresham and Portland residents who currently live or commute along the corridor – or who would chose to do so with enhanced facilities. In addition, it will attract users who currently travel the Springwater and I-84 corridors and would prefer to access the mix of uses along this corridor.

It is also noteworthy that this corridor has been identified as regionally and locally significant for all modes:

- Region 2040 Plans: Designated by Metro as a 2040 Corridor throughout the project limits. To the west and east of the project limits the areas are designated as 2040 Main Streets.
- Motor Vehicle System: Classified by Gresham as an Arterial roadway (between Birdsdale and Burnside, Division is an Arterial Boulevard). It is designated by Metro as a Minor Arterial.
- Transit: Designated by Metro and TriMet as a frequent service bus corridor from Central Portland through Gresham and east to 257th Avenue in Troutdale. It is designated by Gresham as a Primary Route in the Gresham Transit Plan.
- Bicycle: Designated by Metro as a Regional Corridor On-Street Bikeway in the Regional Bicycle System. It is designated by the Gresham Transportation Plan as a candidate for future bicycle and pedestrian improvements.
- Pedestrian: Designated by Metro as a Transit/mixed use corridor in the Regional Pedestrian System.

Existing Conditions

Within the project scope there are limited facilities for modes other than autos. Bike lanes are limited to a short stretch of 2,500’ (0.47 mile) on the north side of Division between Birdsdale and Wallula Avenue, as shown in Attachments B and C. Sidewalk segments are limited and not continuous – and primarily not ADA-compliant (see Attachments D and E). There are currently no amenities such as benches, bike racks, wayfinding signs, or bike parking along the corridor. Pedestrian countdown signals do exist at major intersections.



TriMet’s local bus #4, a frequent /15-minute headway route, runs along the corridor. The route has high ridership overall (i.e., between Downtown Gresham and Downtown Portland) but boardings and alightings decrease along the scope of this project. Presumably a reason for this is limited access to the bus stops due to inadequate sidewalks and bike infrastructure on both Division and its

perpendicular streets.

The community adjacent to Division Street within the project boundaries is economically and demographically diverse. The population of 16,121 residents is comprised of homeowners and renters, most with at least 3 persons per household, as shown in the

**2000 Census Data Information
By Block Groups
Division - 174 th to Wallula**

Track #	Block Group #	Total Population	# Families	Average Family Size	# of Children under 18	Median Family Income	Median Gross Rent	Housing Units	# of Hispanic	Population in Poverty
97.02	2	2,015	498	3.41	541	\$53,607	\$676	668	217	145
98.01	1	2,296	461	3.82	661	\$19,960	\$588	767	1,117	783
98.01	2	2,186	491	3.55	694	\$30,536	\$635	690	560	505
98.03	1	2,288	617	3.26	623	\$66,019	\$699	761	16	107
98.03	2	3,742	897	3.04	850	\$38,571	\$655	1,715	89	613
100.02	1	3,594	958	3.04	825	\$66,382	\$699	1,449	185	298
Segment Averaged		16,121	3912	3.28	4194	\$48,422	\$663	6050	2184 /13.5%	2,451 /15.2%

table below. Commercial and retail establishments are also diverse, including gas stations, retail shops, restaurants, a health club, and three grocery stores.

Project Details

The project is currently proposed to be constructed within existing right-of-way and consist of the following elements:

- Bike lanes denoted by a special surface type such as rubber or low-maintenance colored asphalt. If feasible, the surface material will be permeable.
- Bollards or other vertical structures that are safe for bikers on the outer edge of the bike lane adjacent to the auto travel lane
- Bike boxes at primary intersections
- Bike parking such as bike lockers at certain nodes along the corridor and/or dedicated areas for bike parking on-street
- New sidewalks that meet ADA standards at a minimum and, if feasible, are permeable.
- Bike/ped-actuated crossing signals
- Wayfinding signs that are unique to the corridor and coordinated with other regional wayfinding information
- Benches
- Enhanced landscaping
- Enhanced lighting where necessary.

Alternatives for the cross-section will be reviewed during the concept design phase. Potential alternatives might include unique sections such as:

- Two bike lanes on the same side of the street (one for each direction) with pedestrian walkways on both sides of the street
- Medians shifted to one side of the road with bikes/ped facilities behind the median and auto travel lanes on the outside of the median

- Narrowing travel lanes to accommodate bike lanes and sidewalks that are separated from autos via medians, bollards, or another unique type of structure on both sides of the street.

The project would be a suburban area project, as described in the May 2009 Call for Active Transportation Demonstration Projects Guidelines. It will relieve strain on other transportation systems by increasing bicycle, pedestrian, and public transit use via Division, on the one hand, and by reducing private vehicle use, on the other hand.

Map

Please refer to Attachment F for a project vicinity map.

Cost

The cost is estimate for this project is \$5,000,000 in \$2007. This estimate is from the 2007 Federal RTP and assumed traditional bike lanes and sidewalk infill. Additional costs for unique materials and new amenities will be explored as part of this project.

Timeline

The following is a tentative project timeline, which may be altered based on factors including availability of funds:

- Winter 2010: Project Scoping
- Spring 2010: Survey and Concept Design
- Summer 2010: Preliminary Design (up to 30%)
- Fall 2010: Public Outreach and Additional Design (up to 70%)
- Winter: 2011: Public Outreach
- Spring 2011: 100% Design and Preliminary Engineering
- Summer 2011: Project Bidding
- Fall 2011 – 2012: Construction

Partnership and Regional Support

Gresham intends to partner with the City of Portland to ensure a seamless connection in the bicycle and pedestrian facilities across the two jurisdictions. Also, Gresham will coordinate with TriMet to explore opportunities for transit improvements and with Metro to review opportunities for signal pre-emption that links Gresham’s system with those in Portland. Finally, Gresham will partner with Metro to explore opportunities for implementation of TSMO and RTO projects that will benefit the project area.



RTP Status

This project is currently listed as project #10440 in the Federal RTP Illustrative (non-constrained) project list. The project title is “Division Street Bikeway” and spans west city limits to Wallula. Gresham intends to bring this project into the federal fiscally

constrained system and also the state RTP project list as part of the ongoing RTP update process.

Contacts:

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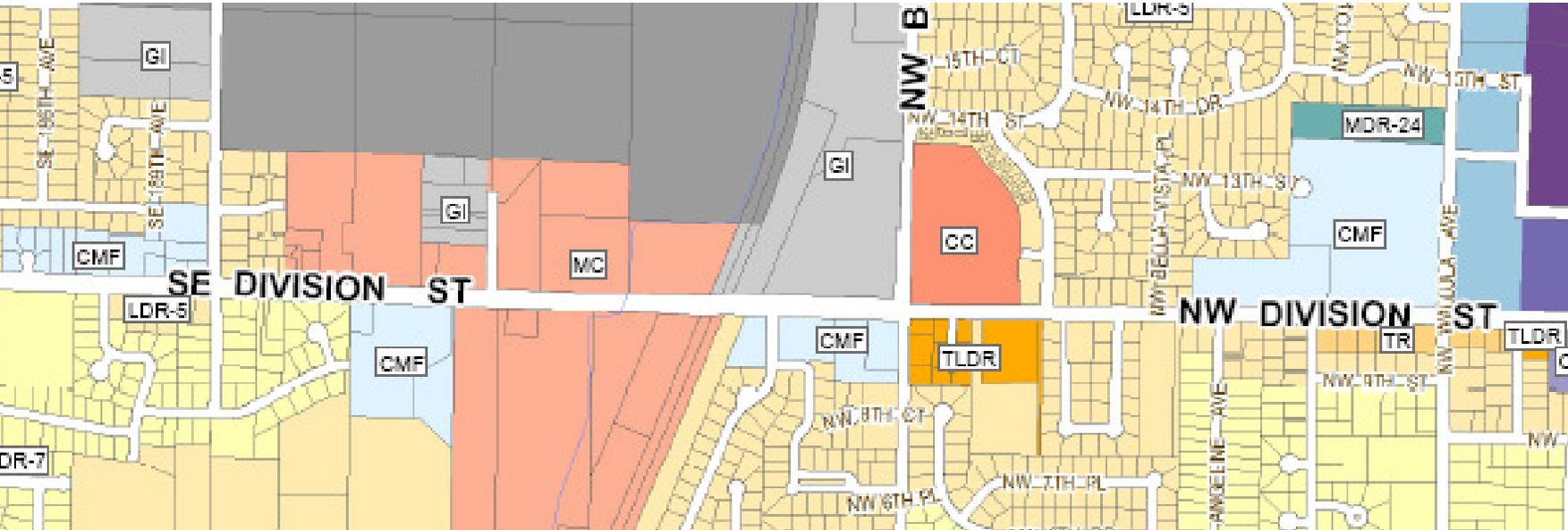
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AM COMMUNITY PLAN MAP

REVISED: July 16, 2009

Downtown District

-  DTU Downtown Transit Mid-Rise
-  CMU Downtown Mixed Use
-  DCL Downtown Commercial Low-Rise
-  DCC Downtown Commercial Core
-  DR-1 Downtown Residential Low-Rise-1
-  DR-2 Downtown Residential Low-Rise-2
-  DEM Downtown Employment Mid-Rise

Industrial Lands

-  GI General Industrial
-  RI Heavy Industrial

Residential

-  LDR-GB Low Density Residential - Gresham Butte
-  LDR-7 Low Density Residential - 7
-  LDR-5 Low Density Residential - 5
-  TR Transition Residential
-  TLDR Transit Low Density Residential
-  MDR-12 Moderate Density Residential - 12
-  MDR-24 Moderate Density Residential - 24
-  OFR Office/Residential

Pleasant Valley District

-  ESRA-PV ESRA - Pleasant Valley
-  LDR-PV Low Density Residential - Pleasant Valley
-  MDR-PV Moderate Density Residential - Pleasant Valley
-  HDR-PV High Density Residential - Pleasant Valley
-  TC-PV Town Center - Pleasant Valley
-  NCPV Neighborhood Commercial - Pleasant Valley
-  MUE-PV Mixed Use Employment - Pleasant Valley
-  ECPV Employment Center - Pleasant Valley

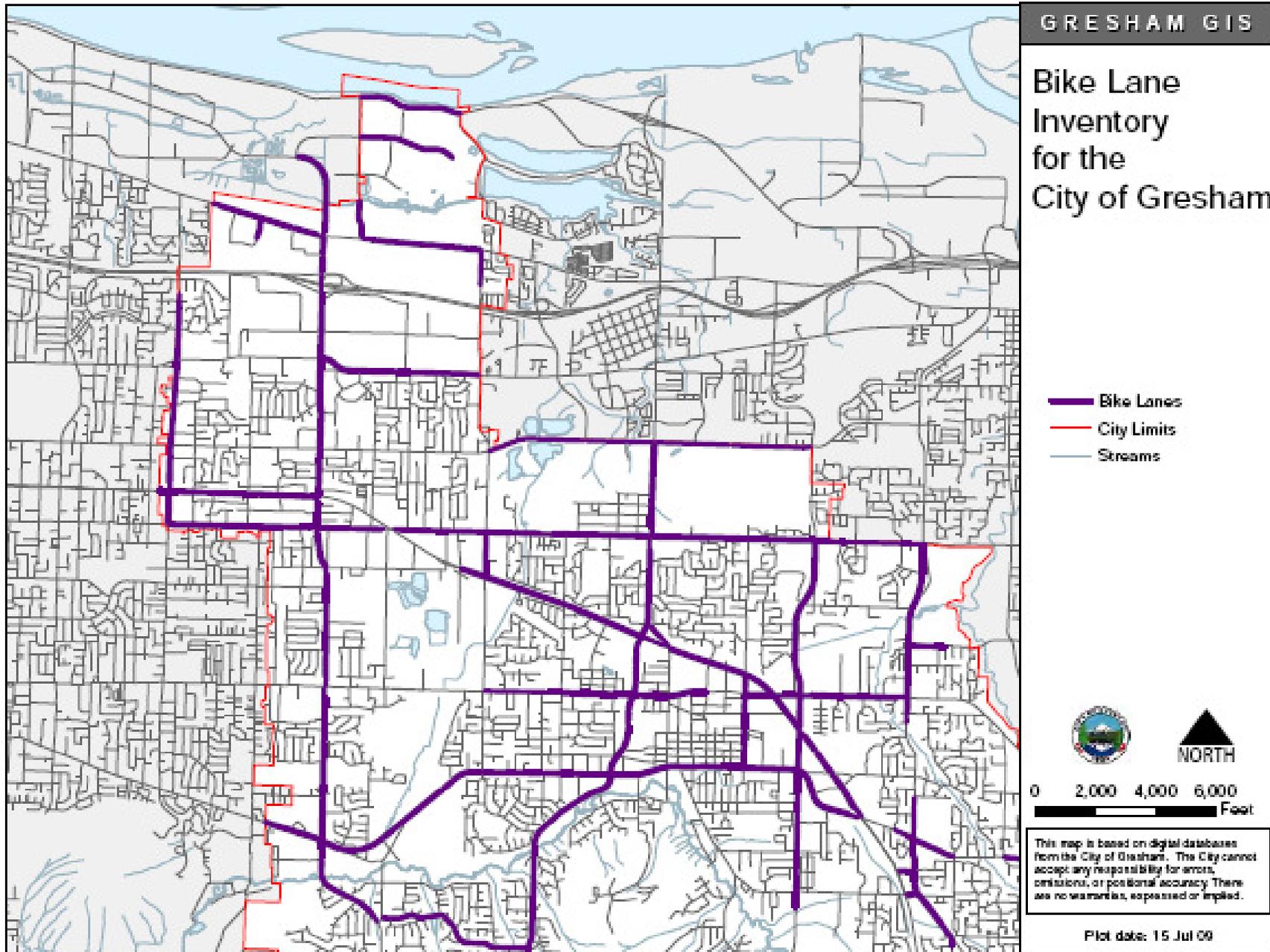
Springwater District

-  ESRA-SW ESRA - Springwater
-  VLDL-SW Very Low Density Residential - Springwater
-  LDR-SW Low Density Residential - Springwater
-  THR-SW Townhouse Residential - Springwater
-  NCSW Neighborhood Commercial - Springwater
-  VCSW Village Commercial - Springwater
-  RTI-SW Research/Technology Industrial - Springwater
-  IND-SW Industrial - Springwater

-  Water Body
-  Public School
-  Light Rail Line
-  Rockwood Urban Renewal Area
-  Gresham City Limits
-  New Communities Plan District
-  Non-Annexed Portion of Plan Areas. Land Use Designations will be Effective Upon Annexation
-  Existing Trail or Multi-Use Path
-  Park
-  Other cities
-  County Boundary

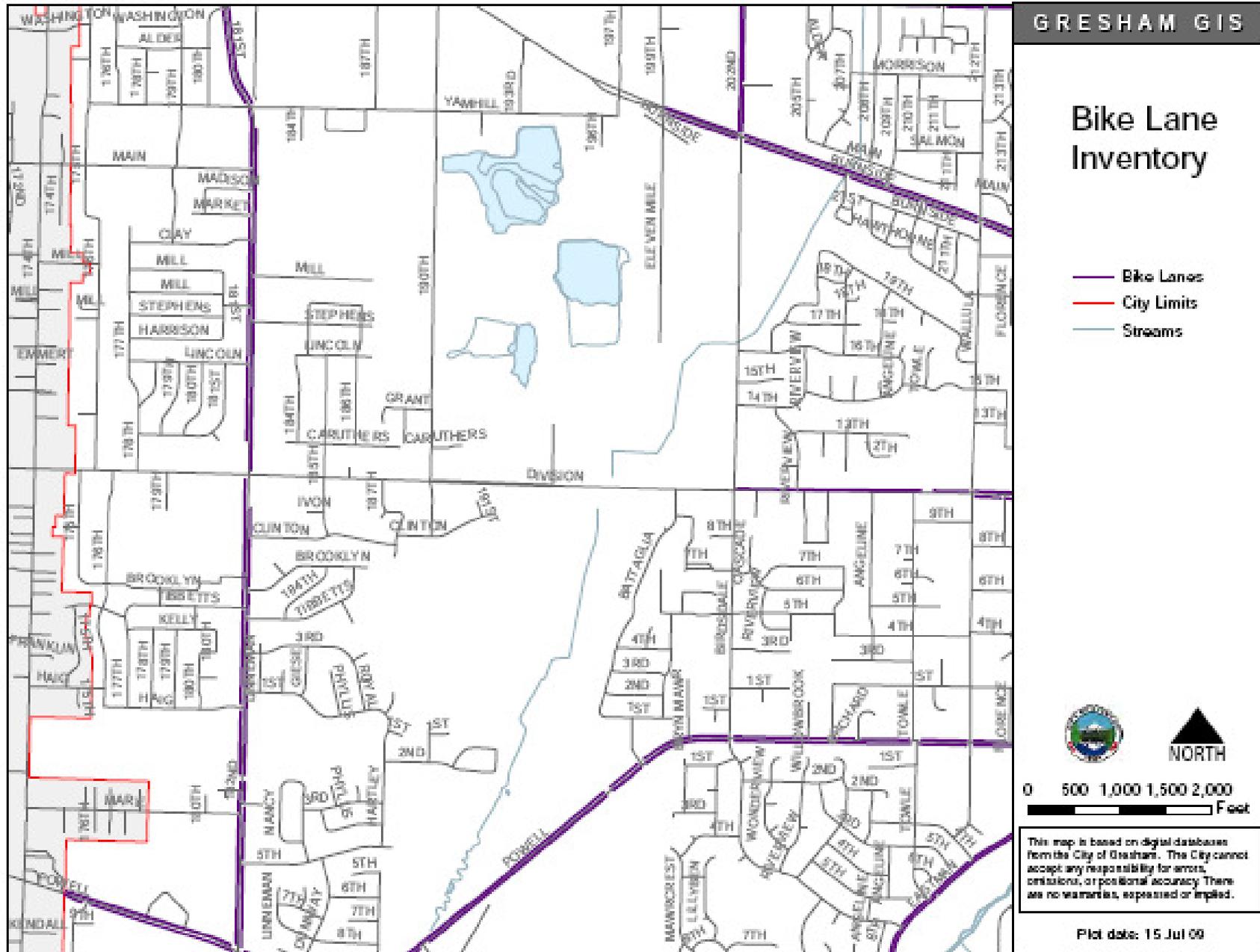


ATTACHMENT B: Bike Facilities (Overview)



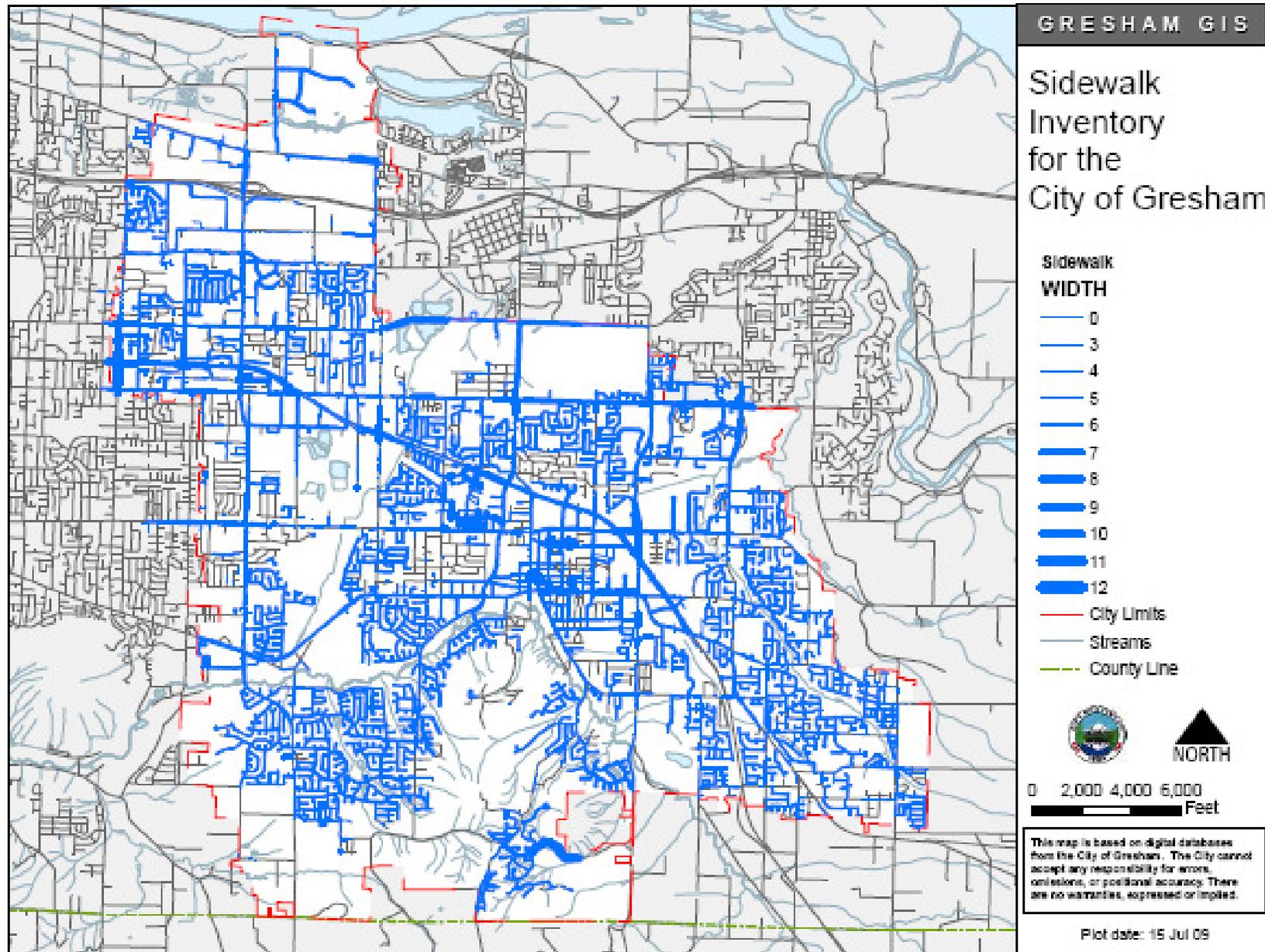
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ATTACHMENT C: Bike Facilities (Zoom In)



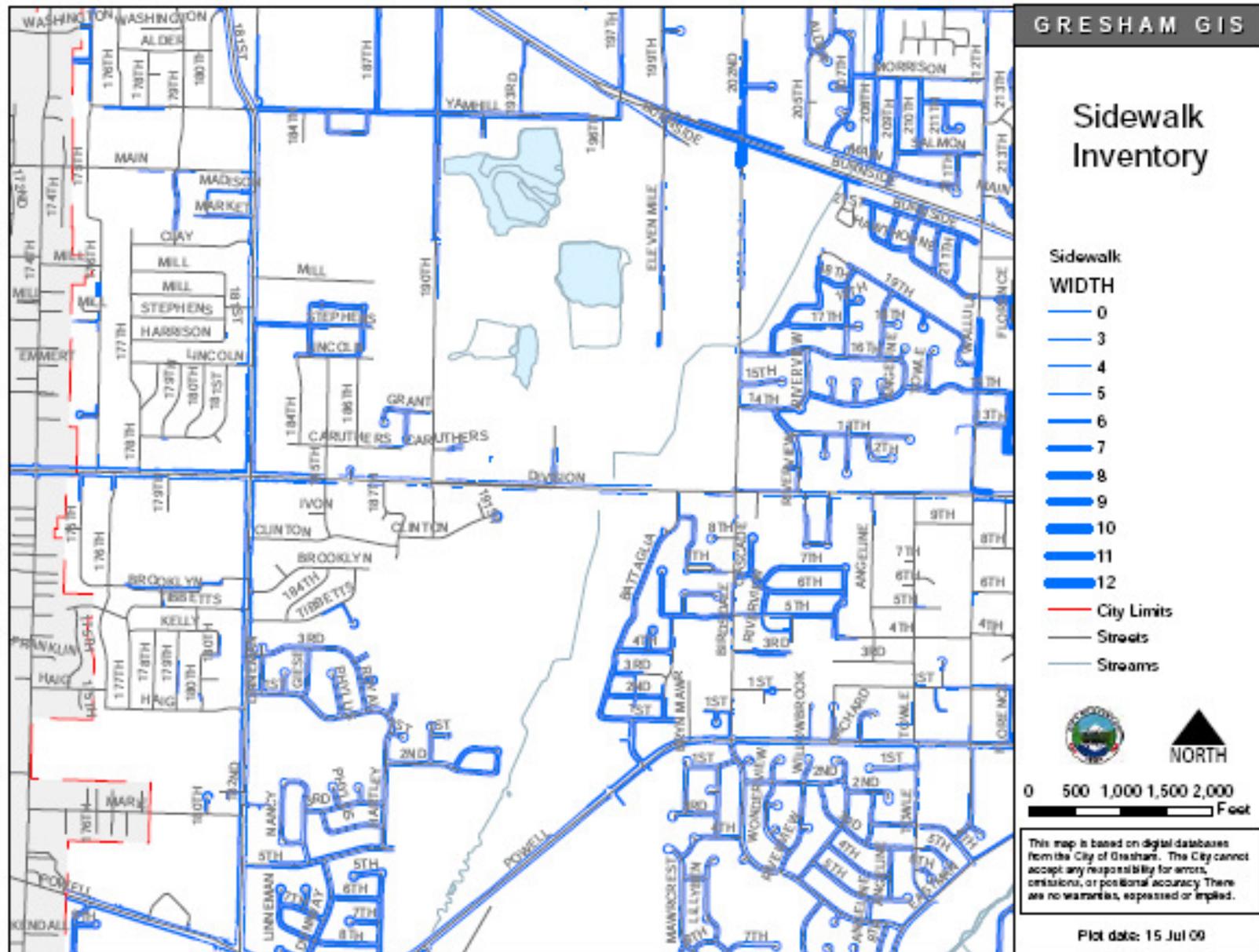
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ATTACHMENT D: Sidewalk Facilities (Overview)



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ATTACHMENT E: Sidewalk Facilities (Zoom-In)



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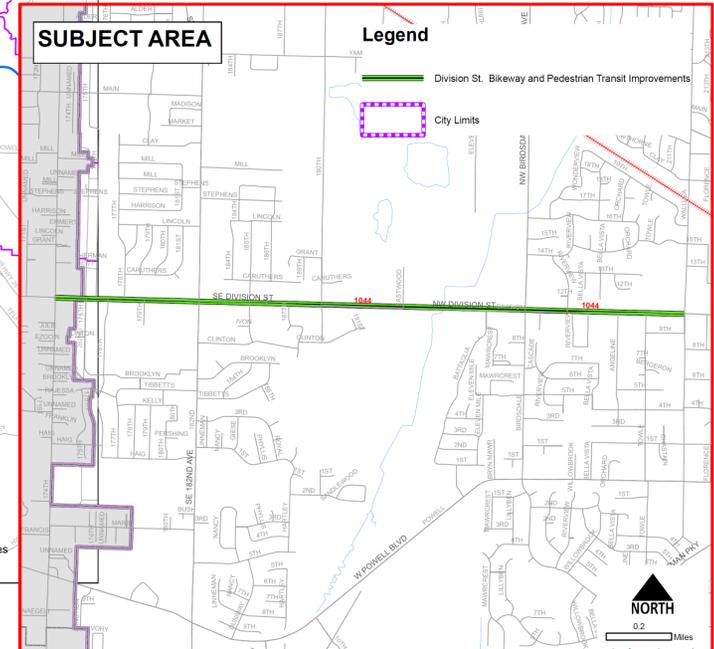
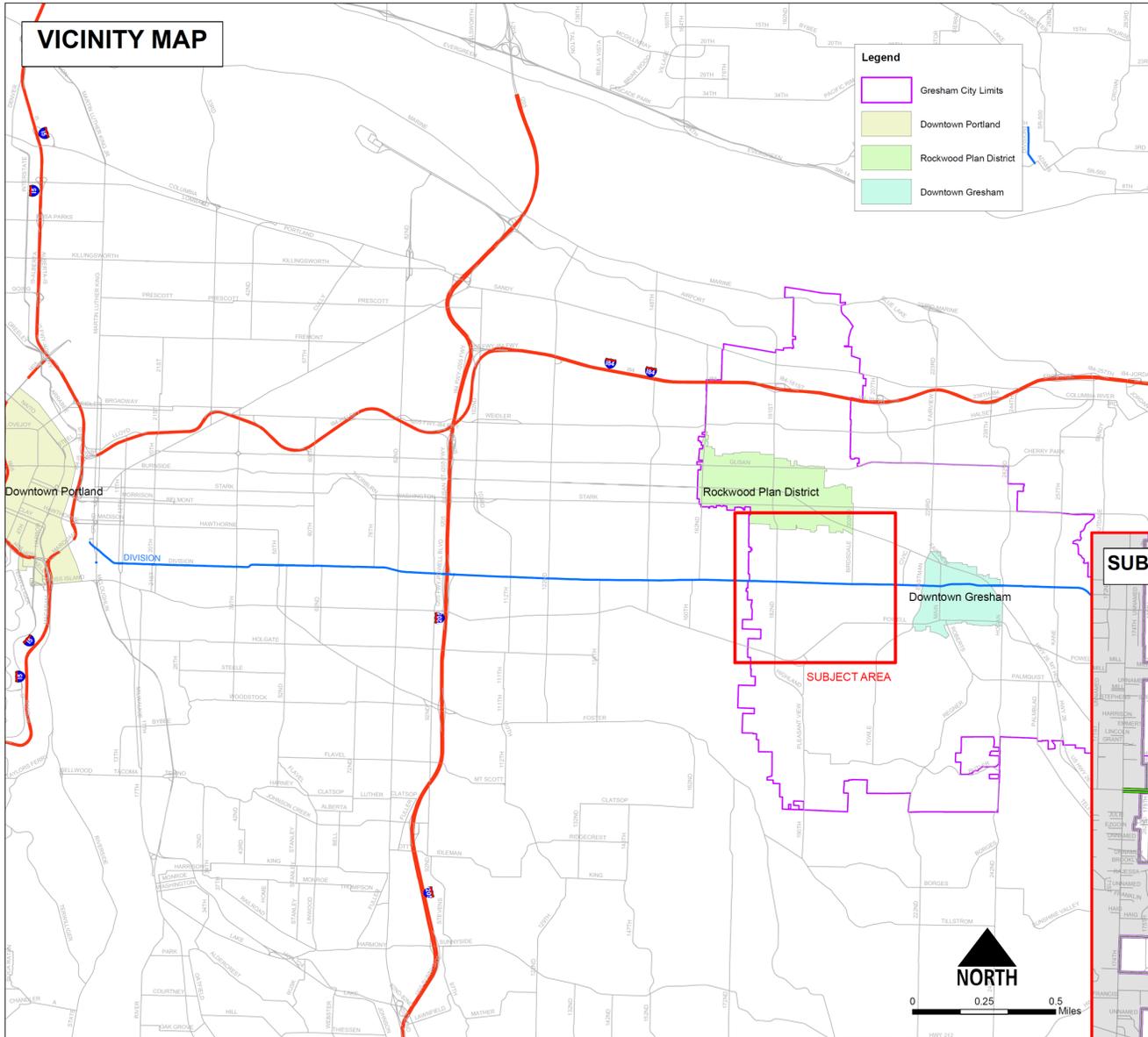
ATTACHMENT F: Project Vicinity Map

Division Street

Bikeway and Pedestrian Transit Improvements



Plot date: 15 July 2009



This map is based on digital databases from the City of Gresham. The City cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.