

# I-205 Bicycle & Pedestrian Multi-Use Path Action Plan Implementation Proposal

## 1. Description of Demonstration Project

The Interstate 205 (I-205) bike path is one of the Portland Metro Region's most well-used pathways. Running nearly 18 miles through East Portland, it serves a unique function for bicyclists as a direct north-south corridor connecting the Columbia River to the Clackamas Town Center, and paralleling I-205 and 82<sup>nd</sup> Avenue to provide parallel access to major business corridors for bicyclists and pedestrians. In addition, it connects to many residential areas, including low-income neighborhoods, and passes through Metro priority Town and Regional Centers and PDC-identified target areas such as Lents.

Pathway users recognize, however, that the I-205 path's utility is limited by several key barriers to comfort and safety. Many crossings are dangerous and intimidating, with long crossing distances, fast-moving vehicular cross-traffic, and lack of treatments to help pathway users cross (such as at Burnside and Glisan). At several locations, the path changes sides of I-205, adding travel distance and increasing the number of crossings. While some portions of the pathway are beautiful and feel safe to users (such as Maywood Park), other portions are visually unappealing and, through their design, increase real and perceived safety problems. Finally, it can be difficult for pathway users to find their way to destinations such as commercial corridors, parks, and transit stops. ODOT is currently undertaking an Action Plan to identify feasible short-, medium-, and long-term projects that would increase the comfort and user-friendliness of the I-205 Path to encourage more people to use the path for recreation and transportation.

### *Proposed Project Elements*

The action plan currently underway is intended to be a living document to help ODOT and other relevant agencies act quickly to make significant one-time improvements to the I-205 corridor, as well as planning for longer-term improvements or permanent financing for maintenance and operations. Pathway improvements will be identified and prioritized in the following general categories:

- Crossings
- Maintenance and operations
- Aesthetics/Beautification/landscaping
- Public safety/illumination
- Wayfinding
- Multimodal connections
- Visibility and Accessibility

### *Populations Served*

The I-205 corridor directly serves the neighborhoods of: Cully, Parkrose, Sumner, Maywood Park, Roseway, Parkrose Heights, Madison South, Woodland Park, Montavilla, Hazelwood, Hazelwood-Mill Park, Powellhurst-Gilbert, Lents, West Mt. Scott, Southgate, Happy Valley, Sunnyside and Clackamas. Centers of higher-density include the areas around Gateway Transit Center and the southern portion of the trail. According to the 2000 Census, the majority of residents along the I-5

corridor are white, with the lowest proportion (65 percent) in the Foster-Powell area. The northern area of the corridor is 15 percent African American, while the Madison South, South Tabor and Foster-Powell neighborhoods have the highest proportion of Asian residents (over 15 percent).

This project will improve a critical route for underserved populations. In the Powellhurst-Gilbert area, more than 30 percent of residents do not have access to a vehicle, compared to only 14 percent of residents in all of Portland who do not have a vehicle available. Other neighborhoods with low rates of vehicle ownership include Parkrose, Sumner and Montavilla. The northeast section of the corridor (Parkrose, Russell, Wilkes and Hazelwood) also has high proportions of residents over 60, who depend upon transit, walking and bicycling for transportation.

Furthermore, almost 17 percent of residents in tracts adjacent to the I-5 corridor commute more than an hour each day, compared to almost 15 percent throughout all of Portland. Significantly fewer residents along the corridor take transit, bike or walk to work, compared to Portland overall. This indicates a large potential for increasing the use of these modes through development of a high-quality facility along the corridor.

**Table 1. Demographics: Trail Corridor and City of Portland**

	Trail Corridor	City of Portland
Race, all residents		
White	78.35%	77.78%
Black	2.74%	6.37%
Asian	8.43%	6.37%
Age over 60, all residents	13.39%	14.68%
Mode of travel to work, workers over 16 years		
Transit	8.57%	12.33%
Bicycle	0.62%	1.76%
Walk	2.47%	5.24%
Travel time to work, workers over 16 years		
More than 60 minutes	4.97%	4.78%
1999 Income	\$41,394	\$40,146
Population with No Vehicle Available	9.31%	14.02%

Source: Census 2000 data

## ***Regional Significance***

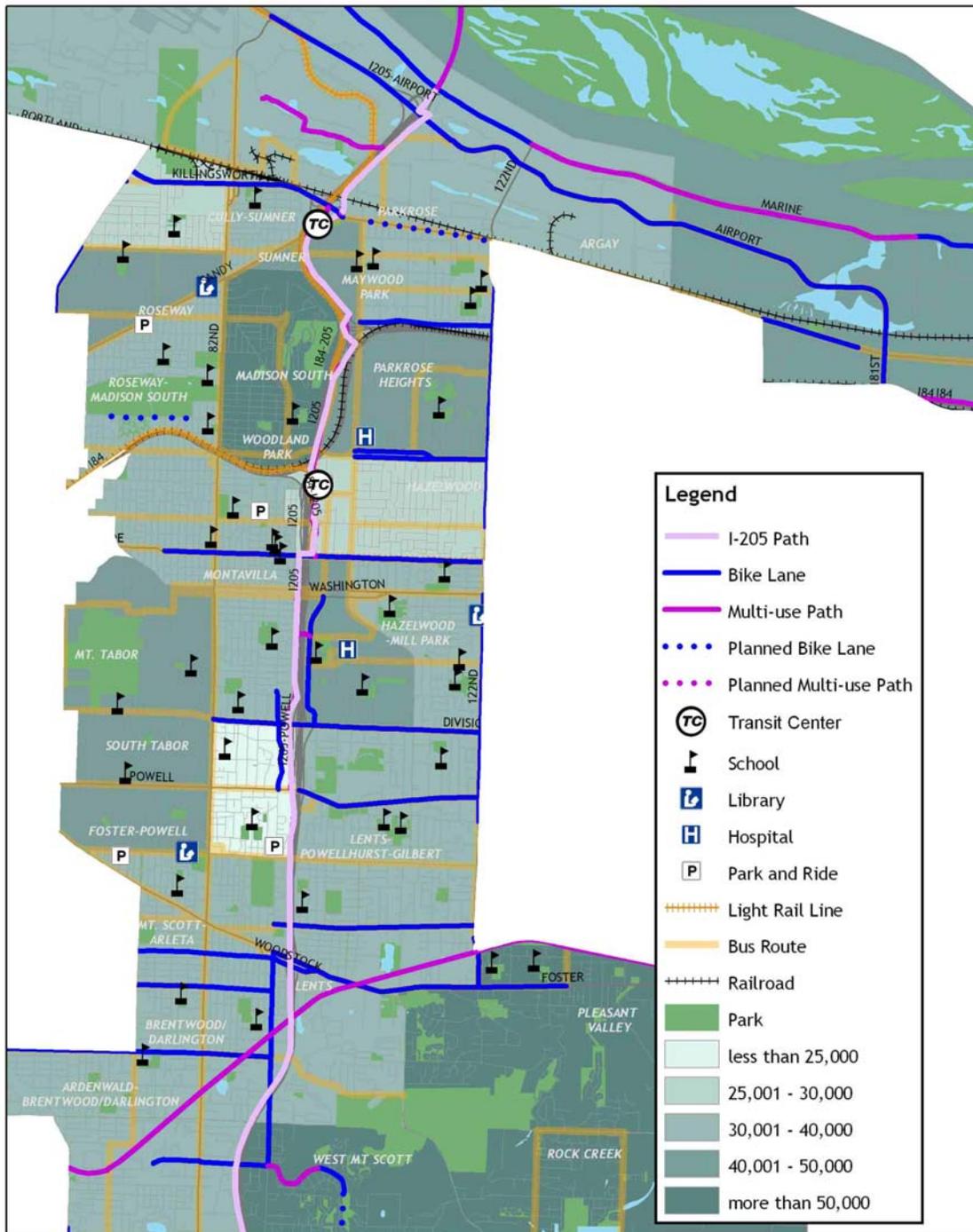
The I-205 Multi-Use Path is an urban/suburban project that serves commuters by connecting residential growth areas of the city with employment centers from the airport to Clackamas Town Center. The trail will also provide key connections with transit, including the MAX Green Line, thereby facilitating multimodal trips and providing greater flexibility in travel. Recreational mountain bicyclists will have opportunities to access Gateway Green from the path. Finally, the trail also acts as an urban-to-nature project by providing access to the ten mile shared use path along the Columbia River, Clark County (via the I-205 bridge), and linking to the 40-mile loop in the north, as well as the Springwater Corridor and Clackamas in the south.

ODOT submitted a joint application with Friends of Trees for a Metro Nature in Neighborhoods grant amounting to \$416,436 to green portions of the I-205 Multi-Use Path with trees and shrubs over a three year period. This funding was approved and awarded by Metro Council on August 13, 2009.

The I-205 Multi-Use Path spans two urban renewal areas including Gateway and Lents within the Portland City limits. It also includes two schools within close proximity, both in the Lents neighborhood: Lents Elementary School (they have a partnership with the Community Cycling Center for after school programs for students) and Kelly Elementary which is a designated Safe Routes to Schools location and will receive education/encouragement and infrastructure improvements to increase bicycling and walking. The path runs through two Counties: Multnomah and Clackamas and six Cities: Portland, Maywood Park, Johnson City, Happy Valley, Clackamas and Gladstone.

The City of Portland led an effort for the future planning and prioritization of investments in Outer East Portland resulting in the unanimous adoption by City Council of the East Portland Action Plan. The East Portland Action Plan, where ODOT Region 1 Manager Jason Tell served on the Steering Committee includes identified priorities where investments and improvements shall be made in the future including land use, transportation and livability. The I-205 Multi-Use Path is identified in the East Portland Action Plan as a facility for improvement. The Plan also indicates support for greening, tree planting, landscape and more.

## 2. Map



**Map 1. Interstate-205 Bike Trail Corridor**

City of Portland and Clackamas County  
Active Transportation Demonstration Project Proposal

Source: Data obtained from RLIS and Census 2000  
Author: HK  
Date: July 2009



### 3. Cost estimate and general project timeline

#### Table 2. Proposed Cost Estimate

See attached cost estimate sheet.

#### Table 3. Proposed Schedule

ODOT's contract with Alta Planning + Design on the I-205 Multi-Use Path Feasibility study will be complete by November of 2009. The plan will outline specific recommendations that ODOT will work to identify funding and implement thereafter.

### 4. Partnerships

The project sponsor is the Oregon Department of Transportation (ODOT). This project will require coordination between Metro, the City of Portland, and Multnomah and Clackamas Counties, the Cities of Maywood Park, Happy Valley, Johnson City, Clackamas and Gladstone. Coordination with Friends of Trees, Lents and Kelly Schools, the Bicycle Transportation Alliance, Neighborhood Associations and activist, members of the East Portland Action Plan Steering Committee and Technical Advisory Committee, Multnomah County Health Department, Community Cycling Center, PSU School of Community Health and others.

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## I-205 Path Improvements

Street Crossings	Suggested Improvements	Unit	Amount	Unit Cost	Total
82nd Drive	Signing, markings, signal preemption for bikes/peds	Each	Lump sum	\$ 10,000.00	\$ 10,000.00
Lawnfield Rd	Signing, markings, signal preemption, hard improvements	Each	Lump sum	\$ 25,000.00	\$ 25,000.00
92nd Ave	Signing, markings, crossing island, illumination	Each	Lump sum	\$ 100,000.00	\$ 100,000.00
Flavel St. (at 92nd)	Signing, markings, bike scramble signal modification	Each	Lump sum	\$ 20,000.00	\$ 20,000.00
Division St.,	Path undercrossing Division St.	Each	Lump sum	\$ 500,000.00	\$ 500,000.00
Glisan St	Major crossing improvement	Each	Lump sum	\$ 500,000.00	\$ 500,000.00
Killingsworth	Signing, markings, signal preemption, hard improvements	Each	Lump sum	\$ 25,000.00	\$ 25,000.00
NE Alderwood,	Signing, markings, hard improvements	Each	Lump sum	\$ 10,000.00	\$ 10,000.00
<b>Maintenance and operations</b>	Seal path between Sunnybrook and Hwy 224	Each	Lump sum	\$ 10,000.00	\$ 10,000.00
	Path improvements at Maywood	Each	Lump sum	\$ 10,000.00	\$ 10,000.00
<b>Aesthetics / Beautification / Landscaping</b>	N/A				
<b>Public Safety / Illumination</b>	Induction lighting replacement	Each	350	\$ 500.00	\$ 175,000.00
	Illumination to connecting streets and/or paths			\$ 1,000,000.00	\$ 1,000,000.00
<b>Wayfinding</b>	Bike way finding signs	Each	200	\$ 1,000.00	\$ 200,000.00
<b>Multimodal Connections</b>	High capacity bike parking at 4 MAX stations	Each	100	\$ 2,400.00	\$ 200,000.00
	Hard improvements needed to add HCBP	Each	35,000	4	\$ 200,000.00
<b>Visibility and Accessibility</b>	Add 2 ft gravel shoulders along existing path, both sides (80% of 18 miles x two side x 2-ft wide = 304,128 sq ft) (Use \$24/ton and .07 tons/ln.ft., for unit cost number)	Sq Ft.	304,128	\$ 1.75	\$ 532,224.00
	Path improvements - fix short cuts	Each	4	\$ 5,000.00	\$ 20,000.00
	Improvements to neighborhood entrances - public outreach	Each	5	\$ 25,000.00	\$ 125,000.00
	<b>Subtotal</b>				\$ 3,662,224.00
	PE		20%		\$ 732,444.80
	Contingency		10%		\$ 366,222.40
	<b>Total</b>				\$ 4,760,891.20