

## **Active Transportation Demonstration Project Project Application**

**Project Title: International Connections Bike/ Pedestrian Corridor**  
(Formerly Rose City Park Bike Corridor)

### **Project Description:**

This corridor offers to establish a north/south bicycle/pedestrian route that links numerous culturally significant sites, natural features and parks, community centers, health clinics, other bike/ped corridors, and the light rail MAX Station on NE 60<sup>th</sup> and future Stations on I-205. It satisfies the Active Transportation Demonstration Project by being both an “Urban to Nature” network as well as a “Lower Density connector to the MAX and Urban Centers”. The goal is to provide a safe, multi-culturally accepted route for residents and visitors to traverse through multiple neighborhoods to access health and community services, parks and nature, and high speed rail service. It extends from the south end at Willamette National Cemetery then travels northward through the future Lents Town Center, next to the 60<sup>th</sup> St. MAX Station, past the Hollywood Town Center, through the Portland International District, the Cully neighborhood, and near the Portland International Airport. The Corridor then ends at the Marine Drive section of the 40-Mile Loop on the Columbia River, Oregon’s northern border.

This International Connections Bike/Pedestrian Corridor is to link to both the Sullivan’s Gulch Bike/Ped Corridor and the LRT Station Area at 60<sup>th</sup> St., both being proposed by the City of Portland as Active Transportation Demonstration projects. In addition, this corridor connects the following key natural areas/bike-ped routes, including: Columbia River; 40-Mile Loop at Marine Drive and again along the Columbia Slough; Colwood Golf Course open space; the future Cully Park; the future Cycle Track on NE Lombard Blvd; Rose City Park and Public Golf Course; the future Sullivan’s Gulch bike/ped corridor, paralleling I-84; Mt. Tabor; Lents Park; the Springwater Bike Corridor (part of the 40-Mile Loop); I-205 Bike path; Mt. Scott Park, Community Center, and Pool; nearby Begger’s Tick Marsh; and the Willamette National Cemetery.

The primary populations to be served are the residents from all ethnicities and walks of life that live, work, and play in the Portland Eastside. Currently, neighborhoods such as Cully, Lents, and Powellhurst Gilbert contain the highest proportions of ethnic diversity and proportions of their residents at or below the poverty level for the City of Portland. Disparities exist between these neighborhood and others, such as Mt. Tabor and Rose City Park, with their lack of parks, sidewalks, and access to services. The International Corridor proposes to help bridge this gap. Located strategically between the Eastbank Esplanade/I-5 Corridor and the I-205 Corridor, the International Corridor is to provide a north/south corridor through the subdivisions that ensued during the 1900s that left few accessible connections. The proposed corridor will help Native American and Hispanic members of the community more readily access the MAX Station, natural areas, and their centers, the Native American Youth and Family Center (NAYA) and Ortiz Community Center, both in the Cully Neighborhood. It will provide a community sanctioned and ethnically sensitive corridor by which peoples of all nationalities might feel comfortable walking or biking between and through neighborhoods of various socio-economic classes. The Portland International District (PDX-ID) has held an International Festival for the

past two years, attracting 1,500 people per day, and recently added a Vietnamese community leader onto their Board in hopes to expand their services. The International Corridor bisects PDX-ID and travels southerly to intersect with the light rail train at the 60<sup>th</sup> St. MAX Station. PDX-ID Chairman Thomas Wright openly supports the International Connections Bike/Ped Corridor and a major step towards bringing customers to their vibrant business district. The Corridor travels near the Providence Medical Center and the Asian Family Center, both on Glisan St., which will enable families to access health services by walking or riding bikes rather than needing to take four bus transfers from the Cully or Lents neighborhoods. The Corridor then travels along the west side of Mt. Tabor, which provides natural areas and active play facilities. The Corridor skirts the International Farmers Market near Foster on SE 72nd and the nearby Asian Markets on NE 82<sup>nd</sup>. It travels near the Mt. Scott Community Center and Pool as well as Lents Park. The Corridor then crosses the Springwater Bike Corridor and the I-205 Bike Path. It then ends at the Willamette National Cemetery, located at the foot of Mt. Scott, containing a growing Asian community

**Street Improvements**

Project Descriptions	Costs	
NE Alderwood Road- NE 82nd to Columbia Blvd; Side walk Improvement	6,000 ft @ \$500.00/ft. 12,000 ft @ \$500.00/ft	\$ 3,000,000.00 \$ 6,000,000.00
NE Cully-NE Columbia Blvd. to Prescott St; Sidewalk Improvement	12,000 ft @ 1200/ft	\$ 14,400,000.00
NE Cully-NE Columbia Blvd. to Prescott St; Roadway Improvement	1,800 ft @ \$1200/ft	\$ 2,160,000.00
NE 62nd Ave- Halsey to Hasslo St; Roadway Improvement	1,800 ft @ \$500/ft	\$ 900,000.00
NE 62nd Ave- Halsey to Hasslo St; Sidewalk Improvement	850 ft @ \$1200/ft	\$ 1,020,000.00
NE Hasslo St.; NE 62nd to 60th; St. Improvement		
NOTE: NE 60th Improvements Proposed with 60th St. LRT		
SE Woodward St- SE 52nd Ave to SE 71st; Sidewalk Improvement	3600 ft @ \$500/ft	\$ 1,800,000.00
71st Ave - SE Woodward to SE Raymond; Sidewalk Improvement	3600 ft @ \$500/ft	\$ 1,800,000.00
SE Raymond St. - SE 71st to SE 82nd; Sidewalk Improvement	800 ft @ \$500/ft	\$ 400,000.00
SE Lede ST - SE 82nd to SE 87th; Sidewalk Improvement	2000 ft @ \$500/ft	\$ 1,000,000.00
SE Flavel St - SE 87th to Knapp St; Roadway Improvement	300 ft @ 1200/ft	\$ 3,600,000.00
SE Flavel St - SE 87th to Knapp St; Sidewalk Improvement	300 fr @ \$500/ft	\$ 150,000.00
Knapp St- Se Flavel to SE 112th Ave; Sidewalk Improvement	600 ft @ \$500/ft	\$ 300,000.00
SE 112th- Knapp St to Willamette Cemetary Entrance; St. Improvemt.	600 ft @ 1200/ft	\$ 720,000.00
<u>SE 112th- Knapp St to Willamette Cemetary Entrance; Sidewalk Improvemt.</u>	<u>600 ft @ 500/ft</u>	<u>\$ 300,000.00</u>
<b>Total Costs</b>		<b>\$ 37,550,000.00</b>

Other stakeholders/active participants in the project are to include the following:

- Portland International District (PDXID)
- Central Northeast Neighbors
  - Cully Neighborhood Association
  - Madison South Neighborhood Association
- South East Uplift
  - North Tabor Neighborhood Association
  - Mt. Tabor Neighborhood Association
  - Montevilla Neighborhood Association

- Richmond Neighborhood Association
- South Tabor Neighborhood Association
- Foster Powell Neighborhood Association
- East Portland Neighborhood Organization
  - Powellhurst Gilbert Neighborhood Association
  - Lents Neighborhood Association
  - Pleasant Valley Neighborhood Association
- Friends of Sullivan's Gulch Bike/Ped Corridor
- Port of Portland
- Friends of the Columbia Slough
- Native American Youth Association (NAYA)
- The Ortiz Cultural Center
- Vietnamese Vicariate
- Tibetan Cultural Center
- Providence Medical Center/Hospital
- The International (Farmer's) Market
- 40-Mile Loop Trust
- Portland Parks: Springwater Corridor; Mt. Scott Park & Community Center; I-205 Bike Path; Sullivan's Gulch Bike/Ped Corridor

It is my hopes that the 'International Connections Corridor' might be posted with signs that include universal language symbols and informational stations that would be in 3 or more languages.

Time Line: 3-5 month start up and public involvement outreach; 18 months construction.

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