

Flanders Crossing

Save Lives

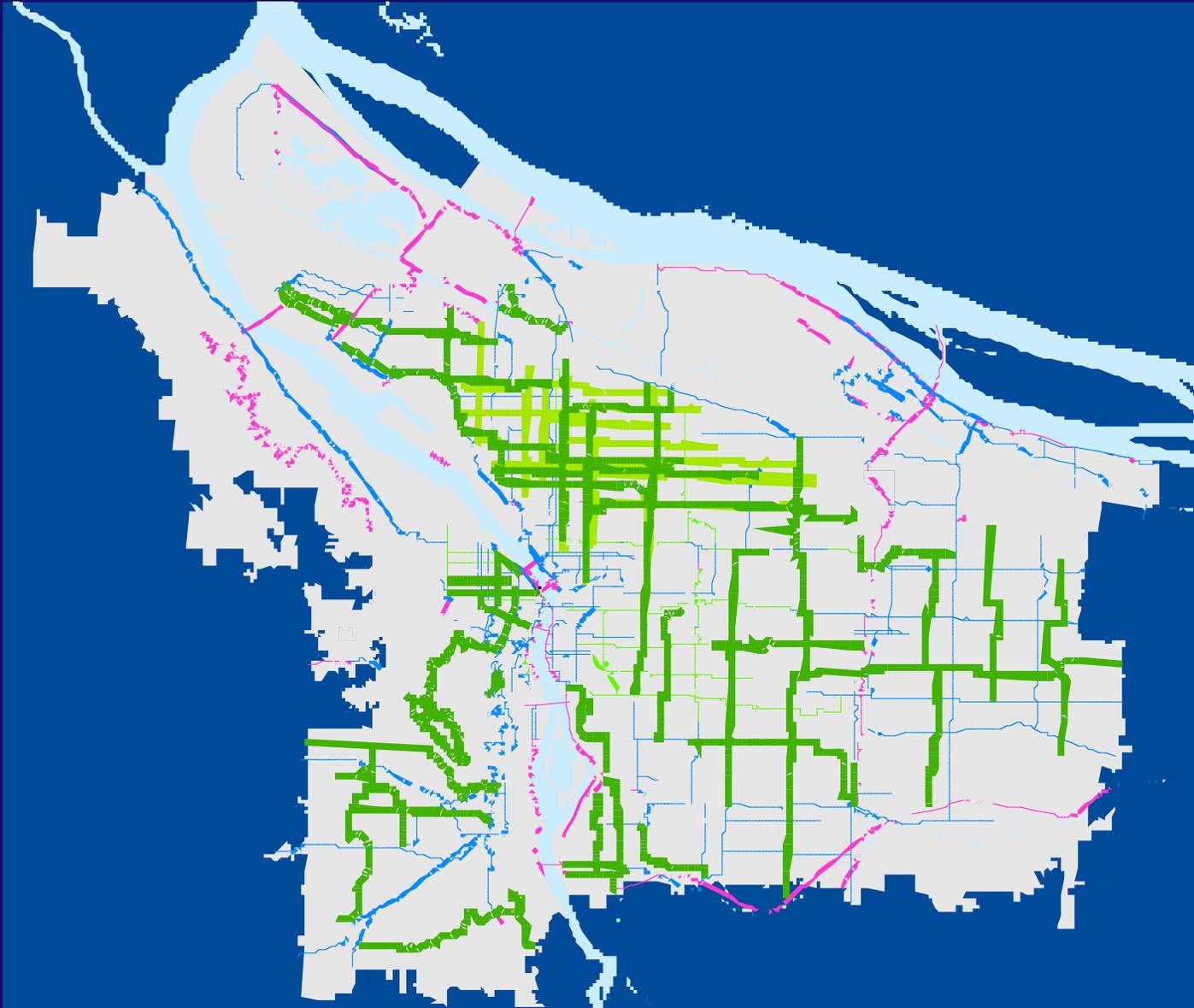
Save Money

Saving Our Environment

Portland City Council

April 30, 2008

Expanding Portland's Bicycle Boulevards



Why this project?

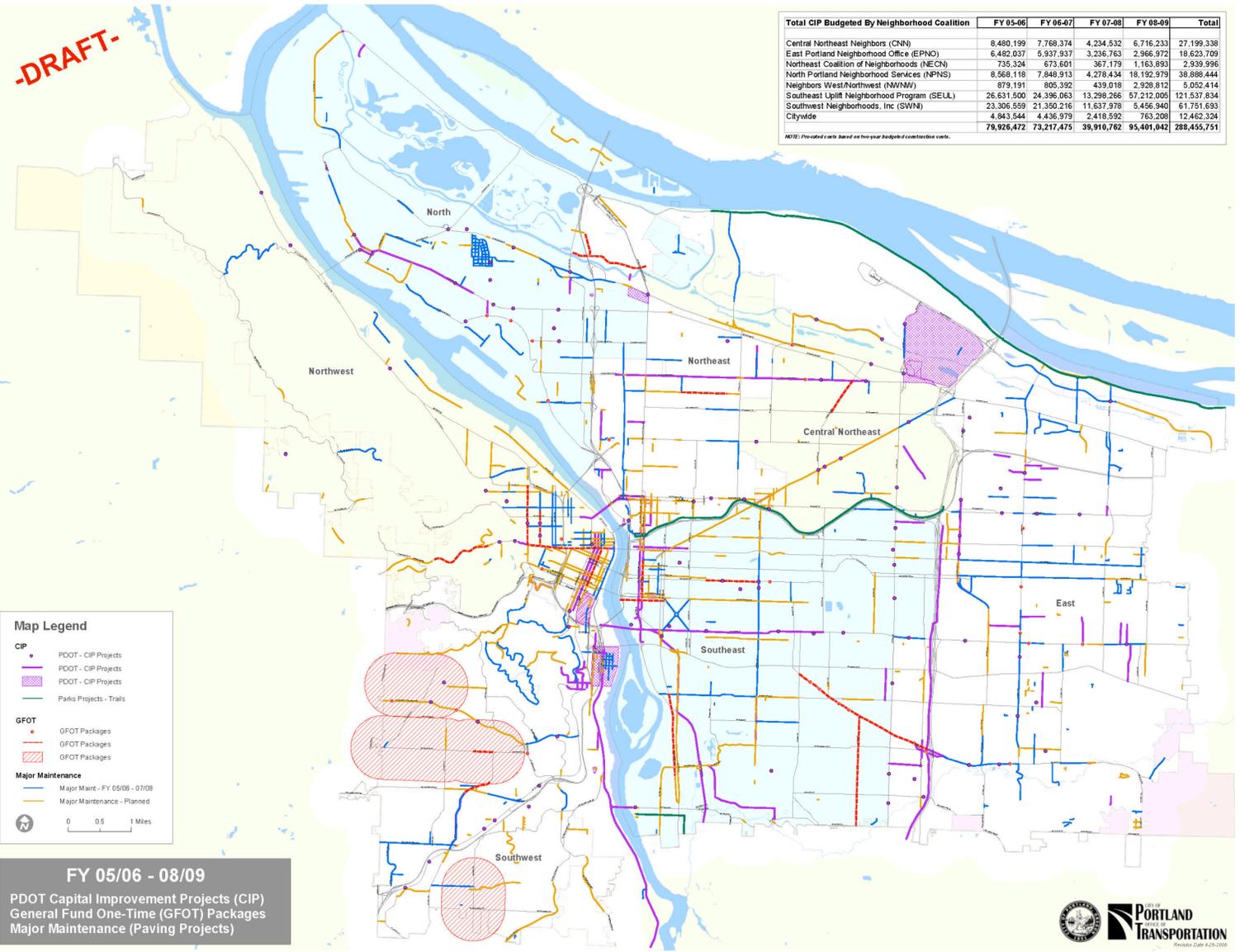
- Part of a City-wide strategy for reducing conflict between pedestrians, cyclists and vehicles.
- The City is responsible for providing pedestrian and bicycle access throughout the City.
- Building the network one project at a time.
- CIP for Transportation and Trails:
 - FY 05/06 – FY 08/09 = \$288.4 million

Transportation Capital Improvement Program

-DRAFT-

Total CIP Budgeted By Neighborhood Coalition	FY 05-06	FY 06-07	FY 07-08	FY 08-09	Total
Central Northeast Neighbors (CNN)	8,480,199	7,768,374	4,234,532	6,716,233	27,199,338
East Portland Neighborhood Office (EPNO)	6,482,037	5,937,937	3,236,763	2,966,972	18,623,709
Northeast Coalition of Neighborhoods (NECN)	735,324	673,601	367,179	1,163,893	2,939,997
North Portland Neighborhood Services (NPNS)	8,568,118	7,848,913	4,278,434	18,192,979	38,888,444
Neighbors West/Northwest (NW/NW)	879,191	805,392	439,018	2,928,812	5,052,414
Southeast Uplift Neighborhood Program (SEUL)	26,631,500	24,396,063	13,298,266	57,212,005	121,537,834
Southwest Neighborhoods, Inc (SWNI)	23,306,559	21,350,216	11,637,978	5,456,940	61,751,693
Citywide	4,843,544	4,436,979	2,418,592	763,208	12,462,324
Total	79,926,472	73,217,475	39,910,762	95,401,042	288,455,751

NOTE: Paveded costs based on two year budget of construction costs.



Map Legend

CIP

- PDOT - CIP Projects
- PDOT - CIP Projects
- PDOT - CIP Projects
- Parks Projects - Trails

GFOT

- GFOT Packages
- GFOT Packages
- GFOT Packages

Major Maintenance

- Major Maint - FY 05/06 - 07/08
- Major Maintenance - Planned

0 0.5 1 Miles

FY 05/06 - 08/09
 PDOT Capital Improvement Projects (CIP)
 General Fund One-Time (GFOT) Packages
 Major Maintenance (Paving Projects)



Transportation Safety #1 Priority

- Commissioner Adams, hosted two citywide Traffic Safety Summits
- Bicycle safety workshops in each district coalition
- Secured local and federal funding to serve 25 schools with Safe Routes to School Program
- Photo radar in school zones
- Citywide DUII task force
- Partnership with ODOT developed a pedestrian safety program
- In cooperation with Police, conducted over 40 pedestrian crosswalk actions, with a focus on schools and senior centers
- Established Safe Routes to Senior Center Program at 10 senior centers

Portland's Most Dangerous Intersections

Factors PDOT uses to identify Most Dangerous Intersections

- Crash rate per entering vehicles
- Total number of crashes
- Total number of injuries and fatalities
- Value of crash rate

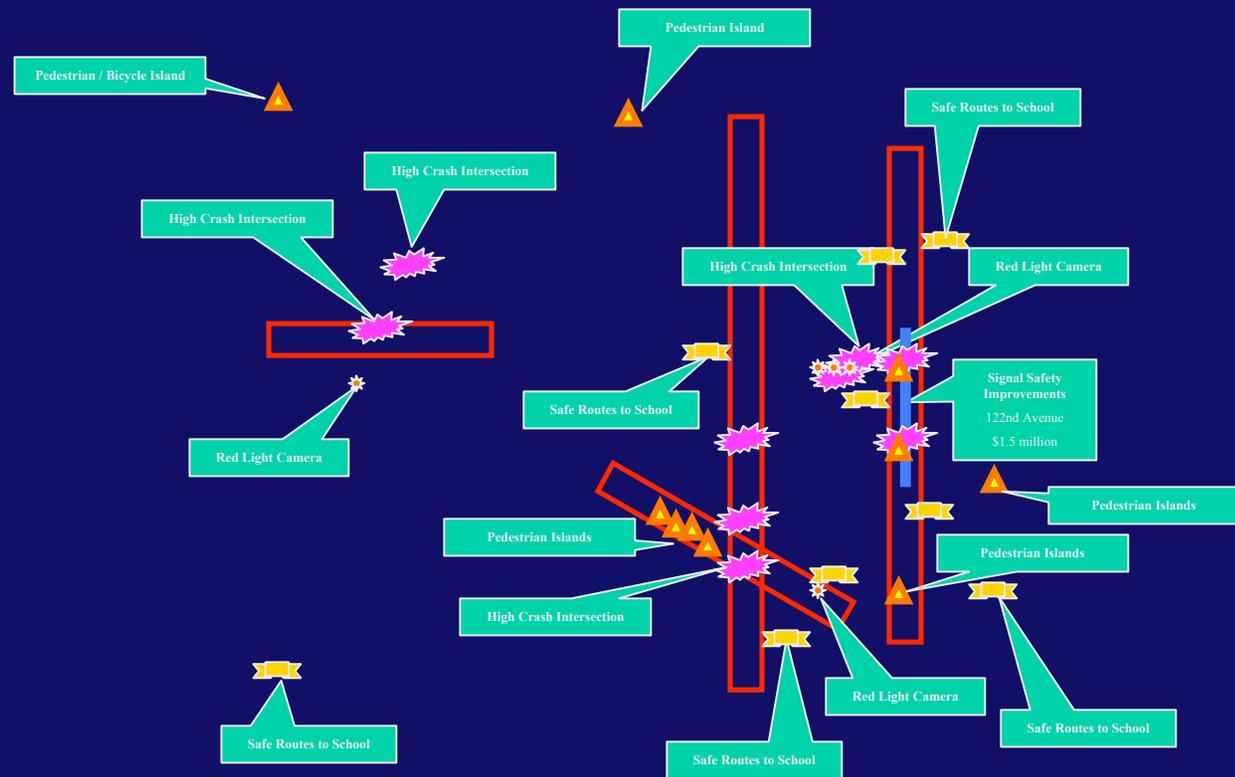
Portland's Most Dangerous Corridors

- **82nd Avenue**
- **Foster Road**
- **122nd Avenue**
- **West Burnside**

Most Dangerous Corridors for Pedestrians and Cyclists

Corridor	Pedestrian Crashes	Pedestrian Fatalities	Cyclist Crashes	Cyclist Fatalities
Burnside	211	14	69	1
Foster	71	6	48	2
82 nd	184	15	66	0
122 nd	72	1	57	0

One-Time General Funds Prioritized within High-Crash Corridors



**Since 2006, \$11.6 Million Total
PDOT One-Time
Safety and Maintenance Funds**

Types of Safety Improvements

- Vehicle safety at high crash locations
- Traffic signals and street lights
- Safe Routes to Schools
- School beacons
- Neighborhood Traffic Calming
- ADA curb ramps
- Bike and pedestrian safety improvements
- Enhanced enforcement, speed reader boards and red light cameras

Burnside, Everett, Glisan Corridor: Broadway to 21st

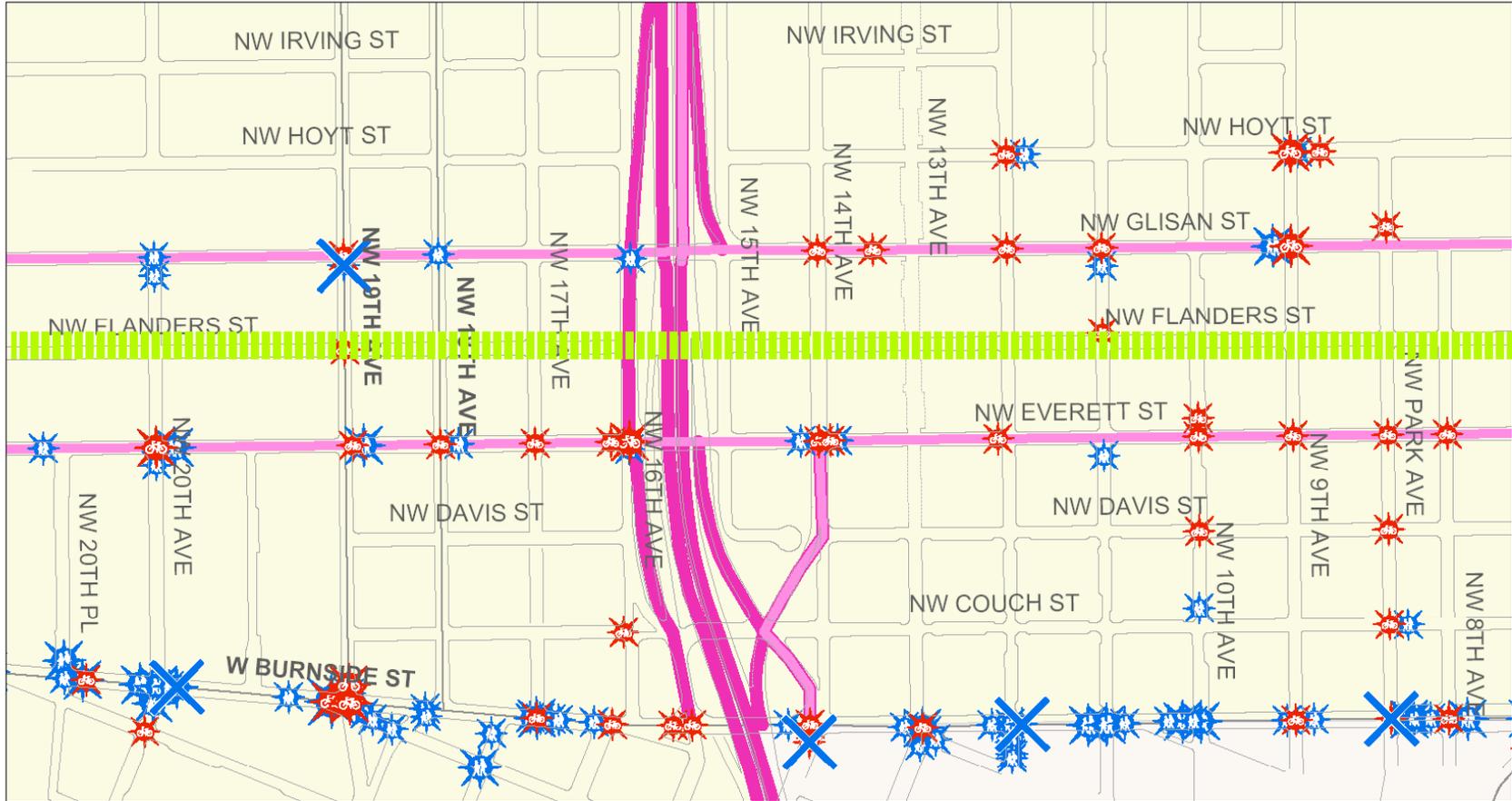
1997 – 2006 collision reports

- 89 pedestrian injury collisions
- 29 bike injury collisions
- 5 pedestrian fatalities

Not forgotten is Tracey Sparling,
bike fatality at 14th and Burnside, 2007

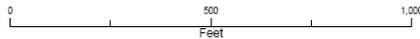
REPORTED BICYCLE AND PEDESTRIAN CRASHES

1997-2006



Pedestrian & Bicycle Injuries 1997 - 2006

- | Pedestrian | Bicyclist |
|---------------------|--------------------|
| 1 injury | 1 injury |
| 2 injuries | 2 injuries |
| 3 injuries | 3 injuries |
| 4 - 5 injuries | 4 - 6 injuries |
| Pedestrian Fatality | Bicyclist Fatality |



Flanders Crossing

- **Saves lives and reduces injuries:** reduces conflicts between motorists, bicyclists and pedestrians
- Flanders Crossing likely to **increase daily bike trips** to 2,400-4,500 up from 800 today crossing at Everett, Glisan and Couch
- **Improved pedestrian environment** will significantly increase walking trips and safety
- **Positive impacts for business** community, commuters and neighborhood residents

How does the crossing get built?

Phase One - \$3.913 Guaranteed Maximum Price

- Deconstruct the center span from its current location
- Barge the span upriver the Willamette River to the Port of Portland's Terminal 2
- At T2, remove liability of lead-based paint by stripping paint and repainting the bridge
- Move the span from T2 to NW Flanders Street and install it for use

Phase Two – competitive bid

- Prepare the site at NW Flanders
- Construct the bridge foundations
- Install traffic signal

How is this project funded?

Transportation System Development Charges **\$2.0 million**

- Transportation SDCs are one-time fees assessed to new development and changes in use. These funds are only for capacity-increasing projects and not maintenance. With extensive public input, the City has identified a list of growth-oriented, multi-modal transportation improvement projects. The NW Flanders Bike Boulevard is one of 43 projects on the list.

River District Urban Renewal Area **\$2.0 million**

- Tax Increment Funds are collected from properties within the River District (Pearl District) and are only available for projects within the district. Pearl District Neighborhood Association supports the project.

Federal Transportation Enhancement Funds **\$1.0 million**

- The Transportation Enhancement Program provides federal transportation funds for projects statewide that strengthen the cultural, aesthetic, and environmental value of our transportation system.

Safe, Sound & Green Streets Program Funds **\$0.5 million**

- The SSGS proposal was conceived to address the City's longstanding transportation safety and maintenance issues. Neighborhoods and businesses in all districts of the city weighed in on a list of projects. This project has support of the community and stakeholders in the project.

If a new bridge costs \$3.5 million today, why spend \$2 million more on this bridge?

- It would be at least five years before an alternate bridge could be built due to planning and engineering.
- With no engineering completed, \$3.5 million is a low confidence cost estimate subject to inflation every year we delay the project.
- Costs for new bridge will only go up due to inflation
 - Between 2004 and 2007, paving costs increased 55%
 - April 23, 2008 The Daily Journal of Commerce reported:
 - Construction materials rose 6.5% over the past year
 - Diesel fuel prices jumped 61% over the past year
 - Steel mill products rose 8.2% over the past year
 - Materials costs were the highest for street and highway construction rising 12.8% over the past year.

What's the schedule?

June – July 2008

Bridge demo
Move to Terminal 2

July – Sept 2008

Lead-based paint removal
Repaint bridge
Design foundations and permitting

Sept – Dec 2008

Finalize plans for foundations
Advertise for construction bids

Winter 2009

Build new bridge foundations at I - 405
Site prep and new signal

Spring 2009

Move to I – 405
Complete installation

Frequently Asked Questions

"Isn't Council considering asking voters to approve a \$450 million fee to pay for basic maintenance for our crumbling streets?"

- An important part of the Safe, Sound and Green Streets proposal are vital safety improvements. Like the Flanders Crossing Project, the SSGS proposal will save lives.
- Portland's maintenance backlog is significant and grows by \$9 million every year due to inflation alone.

"Don't our transportation priorities start in East Portland?"

Most of PDOT's One-Time General Fund Safety Projects are east of 72nd, Powell and Foster.

- 76% of One-time funds for high crash locations
- 73% of One-time funds for pedestrian safety projects 4 of 5 new red light cameras east of 82nd
- \$1.5 million spent on signal safety project on 122nd
- 100% of one-time funds for ADA curb ramps

82nd Avenue is a safety priority

- 82nd Avenue is a state highway with critical safety problems. ODOT is the key public agency responsible for its operation.
- PDOT is working with ODOT to develop a comprehensive safety package and implement solutions that will improve the methods ODOT uses for pedestrian and bicycle safety.
- This safety project will serve 82nd Avenue in its entirety in the City of Portland.
- Several public open houses have identified innovative solutions that will improve bicycle, pedestrian, and motor vehicle safety on this street.

Why do you spend so much money on bikes?

- 0.7% of PDOT's capital budget is for cycling improvements.
- 6% of Portlanders use bikes as primary commute vehicle. Another 10% cycle as their secondary commute.
- The payoff is huge for public health, air quality, traffic congestion and the civic pocketbook.

"Why do we need another bridge when there's already one on each side of the proposed bridge at Glisan and at Everett? What's wrong with those bridges?"

- This is a high conflict corridor for pedestrians and cyclists:
 - Two freeway off-ramps and two freeway on-ramps create a high conflict interchange
 - Over 200 motor vehicle injury collisions in the area between 1997- 2006
 - Unsafe for vehicles, peds and bikes without improvement

Everett and Glisan pose challenges for pedestrians

- Narrow sidewalks and missing sidewalks on I-405 bridges
 - Everett = 7-foot-wide sidewalk on south side
 - Glisan = 7-foot-wide sidewalk on north side
- Crosswalks mix with freeway on-ramp and off-ramp traffic



Everett and Glisan pose challenges for cyclists

- High average daily traffic volumes
 - Everett, west of 13th = 12,800 vpd
 - Glisan, east of 13th = 11,350 vpd
- Bike lanes recommended in TSP from 2nd to 24th
- Bike lanes exist only between 14th and 19th, where street widens due to I-405
- Adding more bike lanes would require removal of travel lanes or on-street parking

"If crossing at Everett or Glisan isn't good, why can't cyclists and pedestrians just cross underneath the freeway at Johnson?"

For someone walking or bicycling on Glisan or Everett, using Johnson would mean traveling an extra six to ten blocks. They don't do it now and they won't do it in the future.

Crash data from Burnside, Everett and Glisan show that cyclists are more likely to stay on the high conflict streets rather than divert to other streets.

For cycling and walking to be effective modes of transportation, it has to be convenient, intuitive and safe.

"Aren't the ten most dangerous intersections all in East Portland?"

- For autos, 9 of the Top Ten are on 82nd or east of 82nd.
- That's why we invested money in improving safety.

1996 – 2005 Locations with Injury Involved Reported Crashes

-  SE 82ND AVE / SE POWELL BLVD (249)
-  SE 82ND AVE / SE DIVISION ST (208)
-  SE 92ND AVE / SE POWELL BLVD (177)
-  SE 174TH AVE / SE POWELL BLVD (171)
-  SE 39TH AVE / SE POWELL BLVD (149)
-  SE 122ND AVE / SE POWELL BLVD (141)
-  NE 82ND AVE / NE GLISAN ST (136)
-  SE 82ND AVE / SE FOSTER RD (136)
-  SE 122ND AVE / SE DIVISION ST (131)
-  SE 82ND AVE / SE HOLGATE BLVD (129)

"Aren't the ten most dangerous intersections all in East Portland?"

However, for pedestrians, the Top Ten list includes intersections in nearly every district in the City.

1996 – 2005 Locations with Injury Involved Reported Crashes

1. SE 82ND AVE / SE POWELL BLVD (19)
2. NW 4TH AVE / SW 4TH AVE / W BURNSIDE ST (13)
3. N INTERSTATE AVE / N LOMBARD ST (11)
4. SE 82ND AVE / SE FOSTER RD (11)
5. SE 39TH AVE / SE HAWTHORNE BLVD (10)
6. SE 46TH AVE / SE WOODSTOCK BLVD (10)
7. NW 6TH AVE / SW 6TH AVE / W BURNSIDE ST (9)
8. SE 13TH AVE / SE TACOMA ST (9)
9. NW 3RD AVE / SW 3RD AVE / W BURNSIDE ST (8)
10. NW 2ND AVE / SW 2ND AVE / W BURNSIDE ST (8)

"Aren't the ten most dangerous intersections all in East Portland?"

Cyclists also must travel through dangerous intersections in nearly every district of the city.

1996 – 2005 Locations with Injury Involved Reported Crashes

1. SW 69TH AVE / GARDEN HOME RD / MULTNOMAH BLVD (8)
2. I-5 FWY SB / N BROADWAY (7)
3. NE BROADWAY / NE GRAND AVE (7)
4. N BROADWAY / N FLINT AVE / N WHEELER AVE (6)
5. SE 72ND AVE / SE FOSTER RD (6)
6. SE 82ND AVE / SE FOSTER RD (6)
7. N GOING ST / N INTERSTATE AVE (5)
8. NE FREMONT ST / NE MARTIN LUTHER KING JR BLVD (5)
9. SE 26TH AVE / SE POWELL BLVD (5)
10. SE 122ND AVE / SE POWELL BLVD (5)

"Doesn't Cully need sidewalks? Isn't it unsafe?"

Since 1998, PDOT has sought funding to pay for sidewalks on Cully

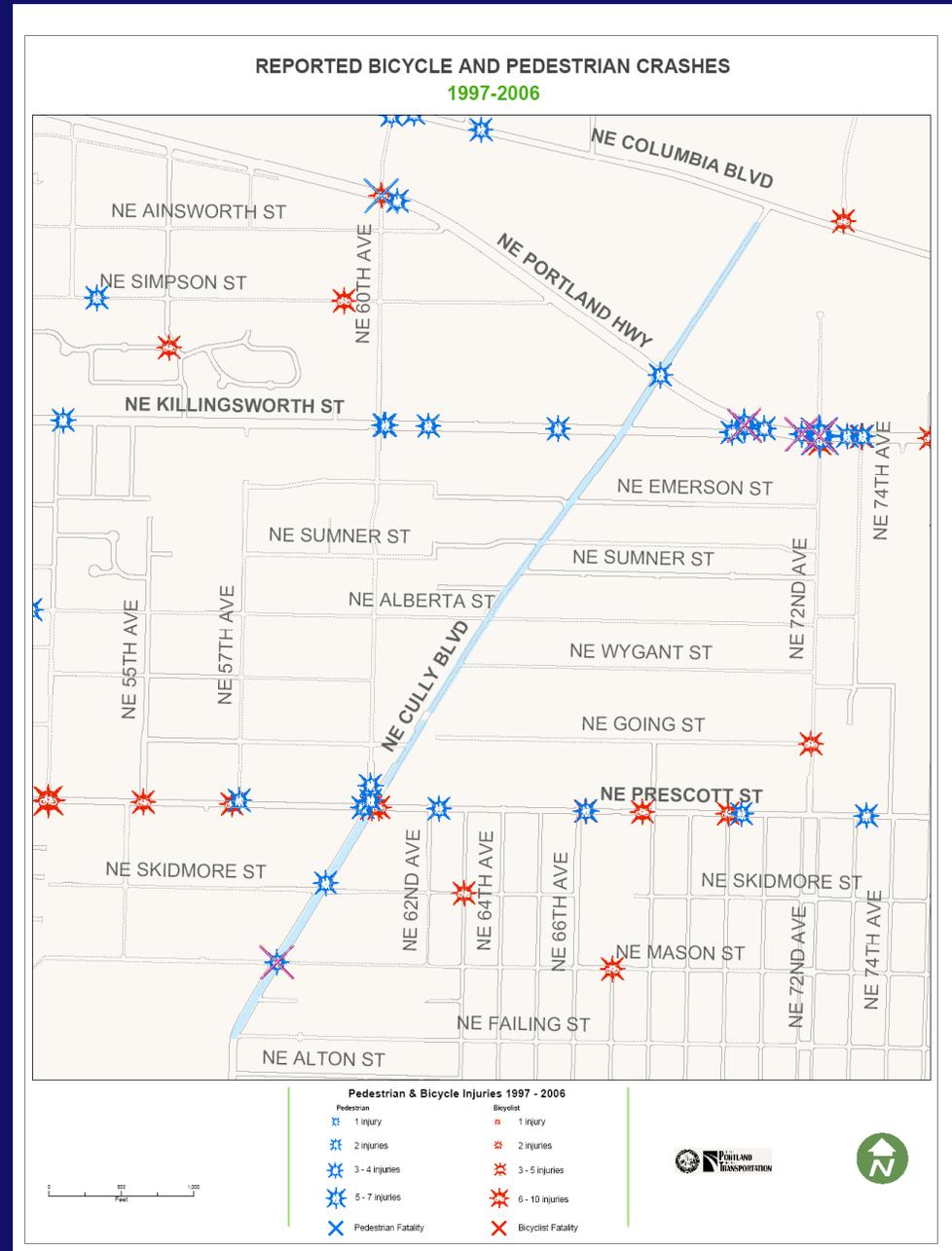
- Transportation SDC 1998-2008 Project list - \$1.1 million budgeted
- 2001 OTIA - \$2.8 million request
- 2002 MTIP - \$2.2 million request – awarded \$793,000
- 2004 MTIP - \$2.457 million request
- 2006 General Fund One-Time Request by Commissioner Adams
 - Requested \$4.0 million: PDOT_18 Neighborhood Arterial Improvements (for Cully)
 - Mayor rejected PDOT_18
 - Received \$275,000: PDOT_19 Cully Blvd Green Street
- 2006 MTIP - \$3.2 million – awarded \$1.6 million
- 2007 General Fund One-Time – deferred \$1.6 million request to FY 08/09 to accommodate construction
- 2008 General Fund One-Time - \$1.6 million in Mayor's Proposed FY 08/09

Project planning started in 2007

Construction scheduled for 2010

"Doesn't Cully need sidewalks? Isn't it unsafe?"

Pedestrian Crashes	Pedestrian Fatalities	Cyclist Crashes	Cyclist Fatalities
6	1	3	0



What is the Cully Blvd Project?

- The problem: Cully Boulevard in Northeast Portland is an existing asphalt road that is shared between automobiles, trucks, bicyclists, and pedestrians.
- The solution – more than sidewalks. Street and safety improvements include:
 - street trees
 - bicycle lanes
 - stormwater management facilities
 - street lights
 - safety improvements at 5-way intersection of Cully / 60th / Prescott

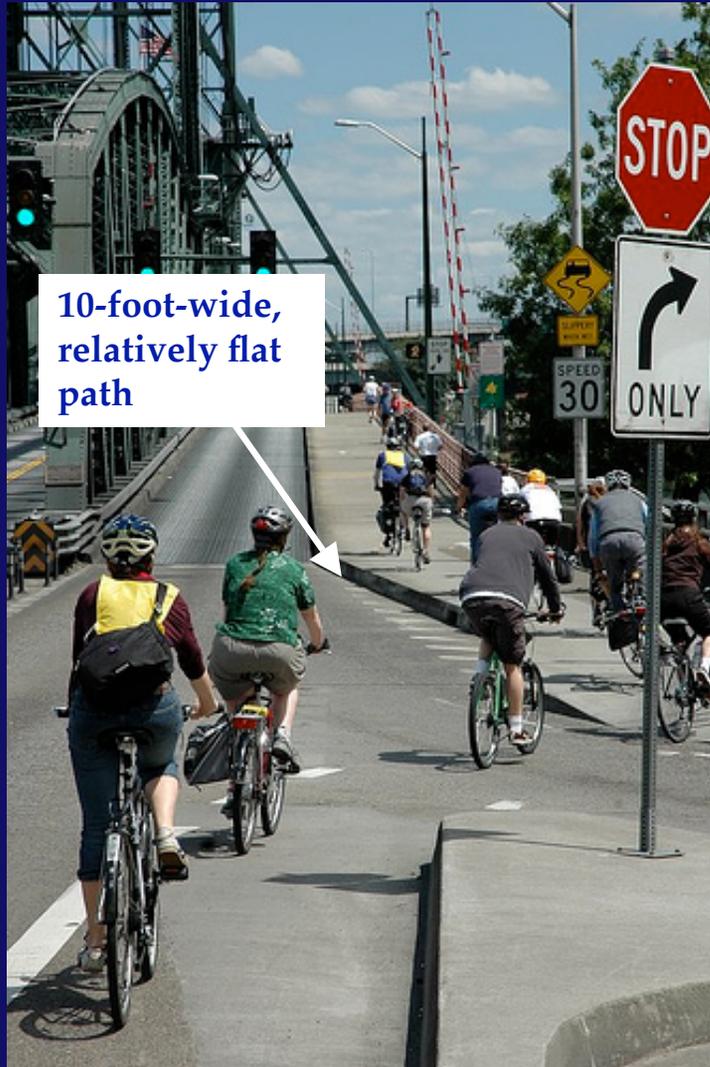
"Aren't there hundreds of other projects elsewhere that could use the SDC funds from this project?"

- The NW Flanders Bike Boulevard is one of 43 projects on the Council approved SDC Project List based on extensive public input.
- Transportation SDCs are one-time fees assessed to new development and changes in use. SDCs can only be used for projects to increase transportation capacity, and **not for maintenance.**
- **Every district in the City has multiple projects on the SDC list.**
- \$1.1 million of SDC funds have been budgeted for Cully Blvd.

"Why are we investing \$5.5 million for a bridge on Flanders if isn't it on the list of most dangerous intersections?"

- NW Flanders is designated to be a Bicycle Boulevard—a low volume, family friendly bicycle and pedestrian street.
- Flanders is a safe alternative for people wanting to walk or bike across the freeway and an important link in our bicycle network.
- This is the reasoning behind choosing Flanders.

Why not build a 15-foot-wide bridge?



- 15-ft-wide bridge is too narrow for a major bike boulevard like Flanders
- 30-ft-wide bridge is right design – allows adequate separation between pedestrians and cyclists going downhill at higher speeds
- Combined width of separated facilities on Hawthorne Bridge is 20 feet

Community and business leaders have demonstrated commitment to the project through fundraising.

- Efforts are ongoing. Pledges to date include:
 - Fred Chown and Jack Joyce - \$15,000
 - Jim Kennett, Portland International Hostel - \$2,000
 - Pinot Pedal, April 27 - \$3,000
 - Sharon Wood Wortman, Author of *The Portland Bridge Book* - \$100
- City resources have always been part of the funding strategy.

"Is this a priority for the neighborhood?"

- NW 16th / Everett was identified by the neighborhood as the highest priority at the NW Portland bicycle safety workshop.
- Flanders Crossing is supported by Pearl District Neighborhood Association, Northwest District Association, Central Portland Families, Pearl District Business Association, BTA, Willamette Pedestrian Coalition, Mayor Bud Clark, local businesses and neighbors
- PDC has demonstrated support for the project.

How many times has this project been supported by Council?

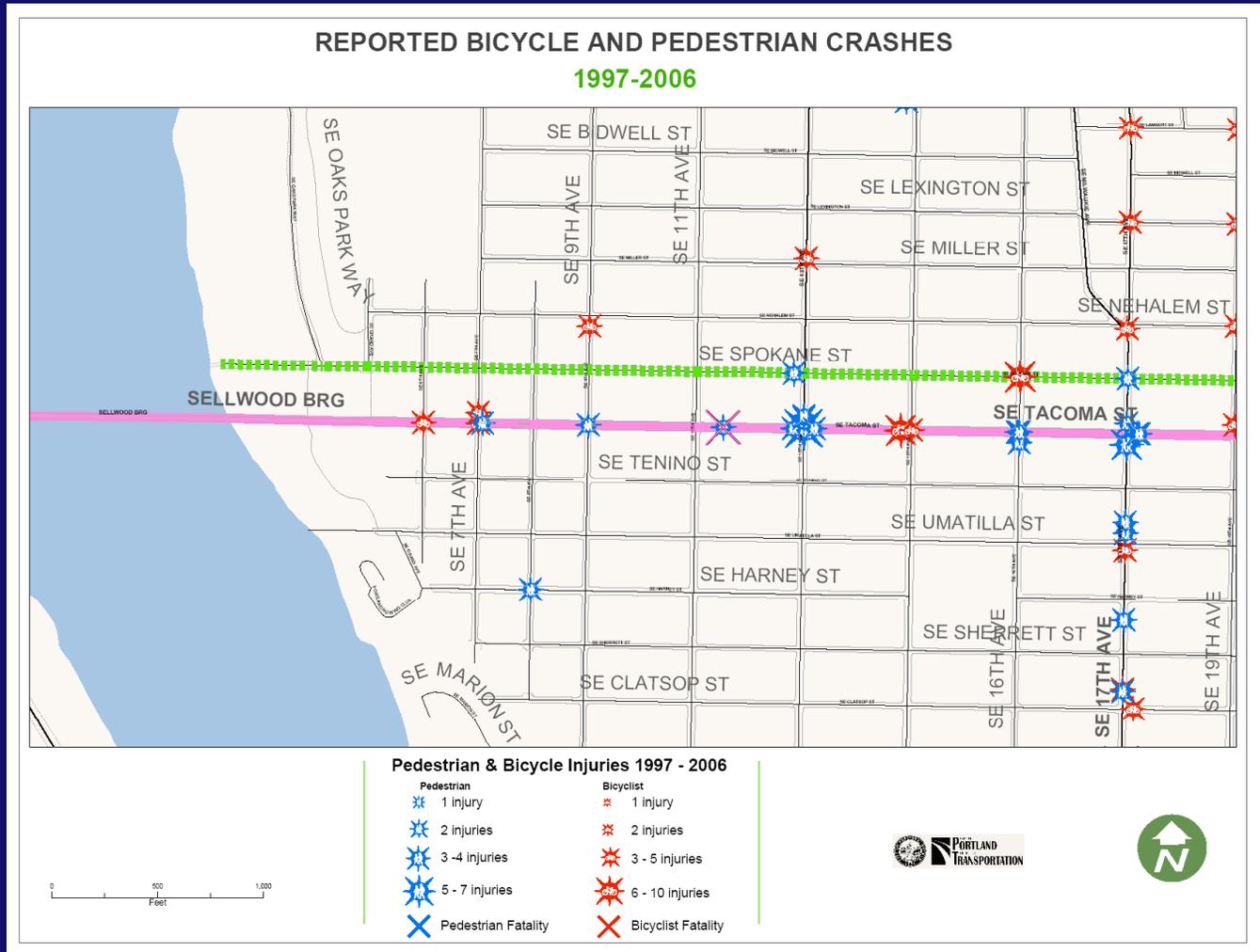
Several times since 2002:

- 2002 Burnside Transportation & Urban Design Plan
- 2007 Transportation System Plan Update
- 2007 Transportation System Development Charge Project List
- 2007 – Council commissioned feasibility study and demolition and salvage plan for Sauvie Bridge relocation

"Why don't we build the SE Spokane Bike Boulevard Project or the Twenties Bike Boulevard first?"

- Requested \$ 150,000 in One-Time funds for FY 08 /09 for Spokane Bike Blvd Project.
- SE Spokane Bike Blvd Project was not included in Mayor's Proposed Budget.
- Spokane and Twenties bike boulevards are important links in the network and will improve livability and should be built.
- However, the crash data does not compare to the Burnside, Everett, Glisan corridor.
- Prioritize projects that will save lives.

SE Tacoma and Spokane Crash Map

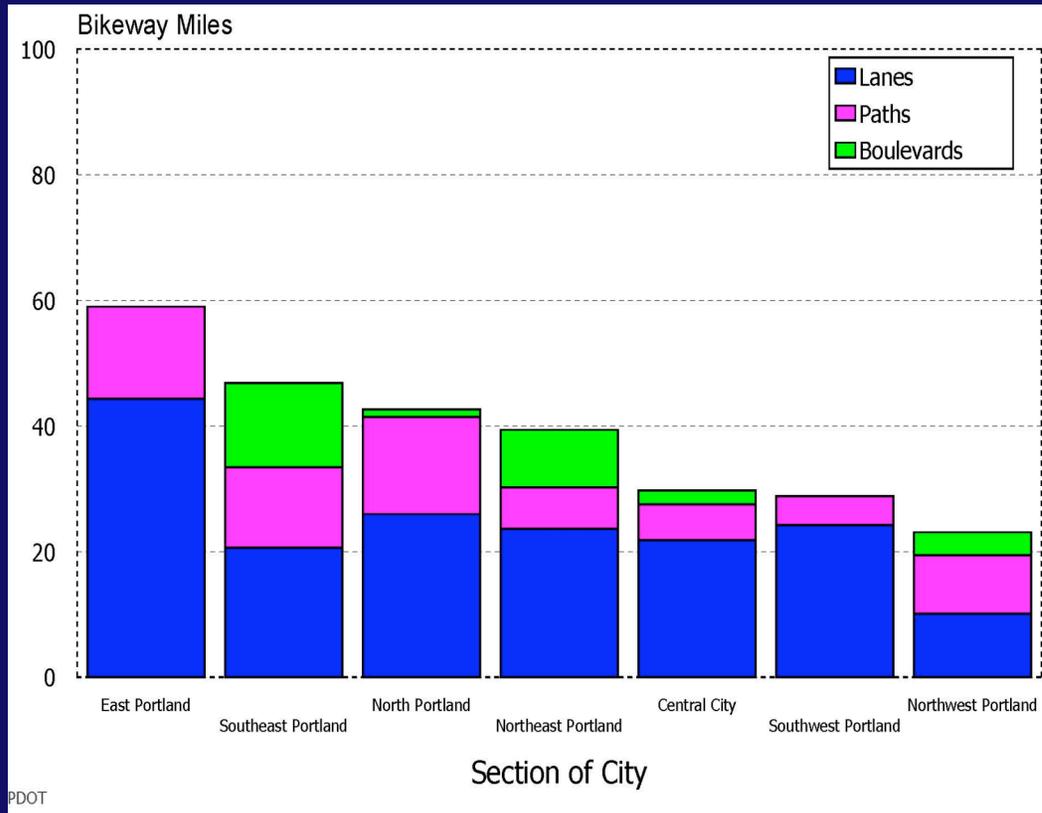


Pedestrian Crashes	Pedestrian Fatalities	Cyclist Crashes	Cyclist Fatalities
19	1	9	0

"Shouldn't we focus on bike projects that the community has been waiting for and that meet immediate safety needs before we build any new bridge over I-405?"

- The community has been waiting for this project since 2002 when Council first approved the project.
- This is a high conflict corridor for pedestrians and cyclists resulting in significant injuries and fatalities. Safety improvements are warranted.

Bikeway Miles City-wide



- East Portland has most miles of developed bikeways in the city.
- Northwest Portland has the least.

Most world-class bicycle-friendly cities have the densest web of bikeways the closer you get to the town centers. That's where trips are focused, that's where you get the biggest bang for the buck, and that's where you get the best return on investment.

How does saving the bridge reduce carbon emissions?

Rehabilitation and reuse of the old Sauvie Island Bridge, instead of recycling the bridge as scrap, will result in less energy use and in CO₂ production avoidance.

- Reusing 406,000 pounds of steel structure = 1,014,997 pounds of CO₂ production avoidance
- Reusing 725,000 pounds of concrete deck = 579,999 pounds of CO₂ production avoidance
- Total CO₂ production avoidance = 1,594,996 pound of CO₂
- That's equal to powering 130 homes in one year.

In addition, providing a new, safe route between Northwest Portland and the Pearl District for cyclists and pedestrians will be another step in the City's overall goal to reduce auto trips and greenhouse gas emissions.

How does reuse support State and Local efforts to reduce carbon emissions?

- 1993 Portland became the first U.S. city to adopt a strategy to reduce emissions of carbon dioxide (CO₂), the heat-trapping gas primarily responsible for global warming.
- 2007 PDOT Sustainability Plan: Council directed PDOT to become a leader and innovator in sustainable practices
- Governor's Policy is to reduce carbon emissions in Oregon to 10 % Below 1990 levels

"Shouldn't Portlanders support fairness and equity first when it comes to making transportation choices?"

- Saving lives comes first through a lens of equity and fairness.
- Limited resources requires the City to make investments where we will yield the most results.
- Making the system safe for all users benefits the entire city.
- \$412 million is the annual economic impact of traffic collisions, injuries and deaths in Portland

**We are one city,
rarely does one project
achieve so many of our goals.**

Save Lives

Save Money

Saving Our Environment