



DIVISION-MIDWAY NEIGHBORHOOD STREET PLAN



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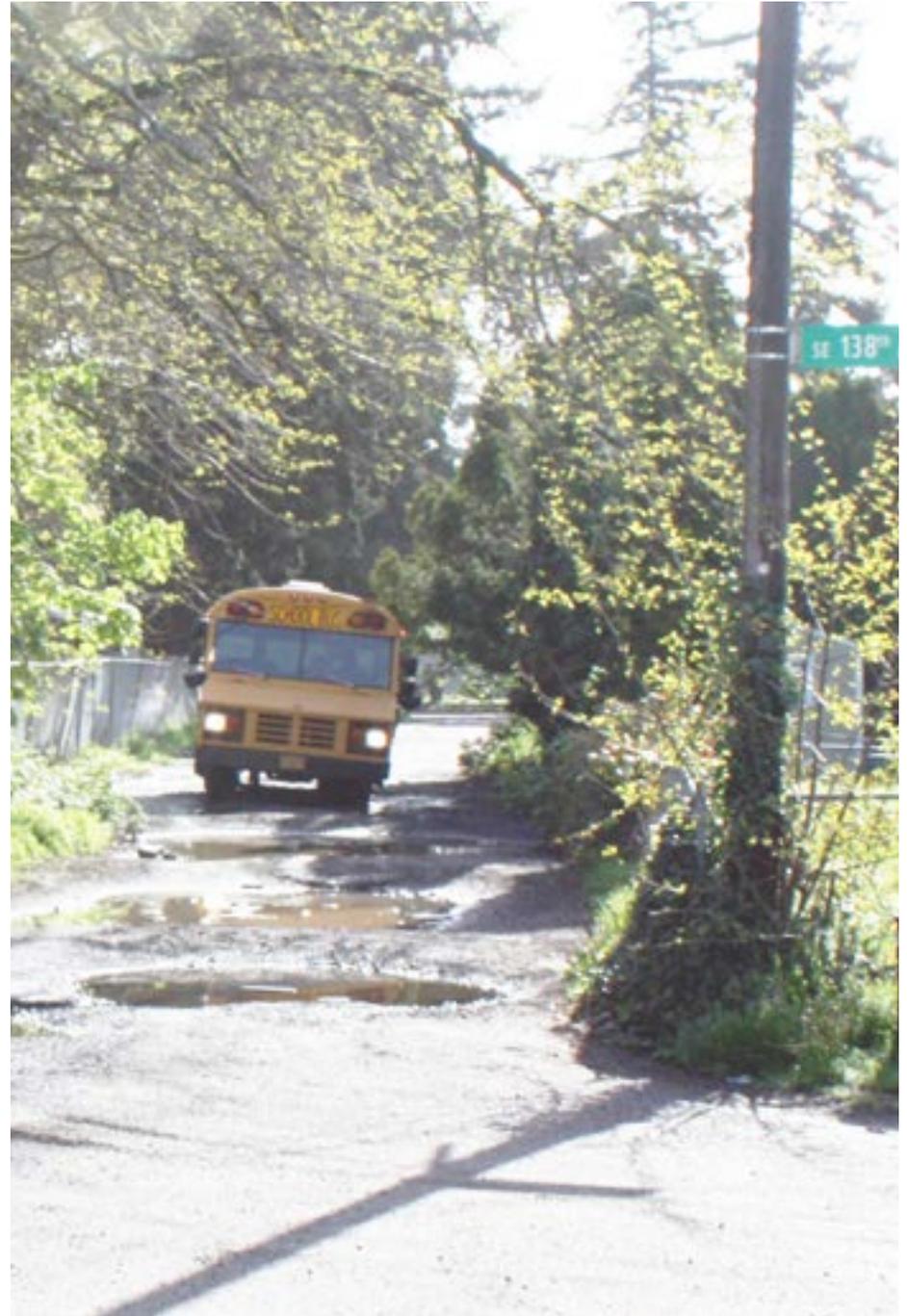
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Executive Summary



The Division-Midway Neighborhood Street Plan, referred to as the “Plan,” identifies and prioritizes local street and pathway connections to improve transportation connectivity in the project area. These connections are intended to address existing deficiencies in the local street system, including pedestrian and bicycle infrastructure. This Plan prioritizes local street and pathway Connection Improvements that would most help achieve local community and broader Citywide goals around safety, equity, healthy and connected complete neighborhoods and access to transit.

The project area is located in East Portland. It is centered on SE Division Street and extends from SE 112th to SE 148th avenues and reaches roughly one mile north to SE Stark Street and roughly one mile south to SE Holgate Street. The Division Midway project area includes all or portions of five East Portland neighborhoods including Centennial, Hazelwood, Mill Park, Pleasant Valley, and Powellhurst Gilbert.

Why Division-Midway is Important

Connectivity and access to SE Division and the surrounding area is important by all modes of travel, as more people need and want to walk and bike to destinations in the Division-Midway area and access transit, while others still need or choose to drive. The Division-Midway project area is becoming increasingly denser and more diverse. From a demographic and socio-economic standpoint, East Portland, including Division-Midway, is very different from the rest of Portland – it is more ethnically and racially diverse, less affluent, and has a greater proportion of both children and seniors. Additional future growth is planned along the SE Division corridor.

SE Division is designated a “Main Street” in the Metro Region 2040 Growth Concept Plan. The Busline 4 serving SE Division provides Frequent Service and is heavily used. It is identified in the Metro High Capacity Transit System Plan (2009) as a top tier “Near-term Regional Priority Corridor.”

Since then, through the Powell-Division Transit and Development Project, Outer SE Division has been identified as the preferred route for a future Bus Rapid Transit line. It is currently in the planning phase.

In the proposed Portland 2035 Comprehensive Plan update currently underway, Outer SE Division is identified as a “Civic Corridor” with a Town Center at 122nd Ave. The Division-Midway Neighborhood Prosperity Initiative (NPI) is located at the heart of the project area along SE Division from SE 117th Ave to 148th Ave. The goal of the NPIs is to strengthen the economic competitiveness of neighborhood business districts through community-planned and community-implemented actions and projects. Additionally, there are several schools, parks, places of worship and commercial nodes throughout the Division-Midway project area.

The Problem

The street system in Division-Midway is poorly connected in many places. There are large blocks with no through streets. Most blocks in the Division-Midway study area do not meet street connectivity policy standards. Many residential streets lack curbs and/or sidewalks, or are completely unimproved (dirt or gravel, often with potholes and mud). Basic roadway infrastructure (such as pavement and/ or sidewalks) was often not built at the time of development.



Examples of unimproved streets and sidewalks

Incomplete and disjointed street and land use patterns in this part of East Portland have historically limited the opportunities for residents to meet their daily needs in close proximity of where they live by non-motorized means. A lack of street connectivity makes local travel circuitous and focuses traffic onto higher-level arterial streets. Missing street connections and sidewalks result in unsafe conditions and increased out-of-direction travel, which deters trips that could otherwise be made on foot, bicycle or transit. Also, public health research shows that lack of sidewalks and safe biking facilities limit those activities negatively impacting public health through lack of physical activity.

Largely due to the lack of a connected grid of local streets, many trips taken by all modes, must route out of direction onto the few streets that do connect through because they lack any other choice. This phenomenon lengthens what would otherwise be a short trip and requires people to travel out of direction. The lack of a connected grid also contributes to local trips concentrating on some local streets more than other local streets. This happens on local streets that are the only connection to an arterial street for multiple other dead-end or looped local streets. All of the above can also lengthen emergency response routes and times.



Pattern of development - dead end, stub streets

Plan Goal and Objectives

The overall goal of the Division-Midway Neighborhood Street Plan is to better increase street connectivity and multi-modal travel options within the project area. In order to meet this goal, the following objectives were established:

- Establish a more connected local street and path network.
- Create safer walking and bicycling routes to neighborhood destinations, transit and the regionally designated SE Division Main Street.
- Define the range of options for improving local streets, including use of Portland Street By Street design options.
- Inform future improvements to be built over-time by property owners, developers and the City.

There are two main types of connections recommended in this plan to achieve this goal, including:

- Connection Improvements in Existing Right-of-Way
- New Future Public Connections across Existing Private Property

Connection Improvements in Existing Right-of-Way

A key opportunity to improve connectivity in the Division-Midway study area is to improve existing unimproved and substandard public rights-of-way to provide connectivity benefit to the broader neighborhood, not just local access to adjacent residences. Making more use of the existing public right-of-way that is available now is a more efficient use of resources and better stewardship of the right-of-way. Therefore, a primary focus of this Plan, is recommending Improved Connections in Existing Right-of-Way.

The set of Connection Improvements in Existing Right-of-Way recommended in this Plan consist of existing unpaved streets, unimproved rights-of-way, informal dirt footpaths and gaps in the local street system that could be improved to provide access to Main Street retail, transit, neighborhood activity centers, schools, parks and other local destinations. They could become connections that serve some or all modes of travel, either as local streets or pathways.

The Connection Improvements in Existing Right-of-Way that provide a higher level of community benefit than others are recommended as higher priorities in this plan. The Connections are bundled into three tiers of priorities; Tier 1, Tier 2, and Tier 3 in order of priority; Tier 1 being the highest priority for implementation.

A small map displaying the Connection Improvements in Existing Rights-of-Way, arranged into three priority tiers, is located on the following page. The Connections are circled and colored in shades of blue based on their priority rank.

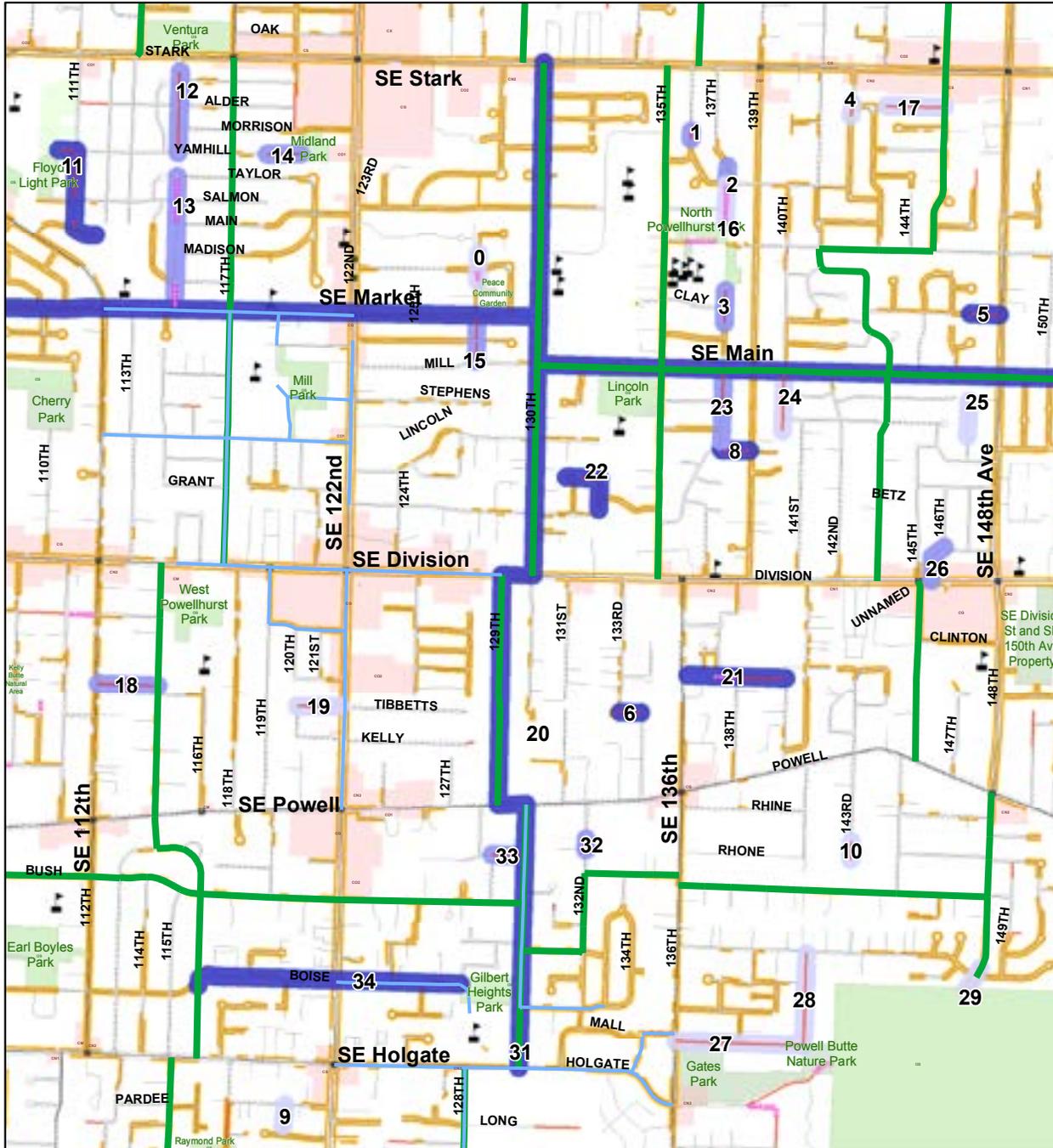
It is the recommendation of this Plan that all of the Connection Improvements in Existing Right-of-Way be added to the Transportation System Plan, either to the Major Transportation Improvement Projects list or Citywide Programs. More can be learned about these Connection Improvements, recommendations, amendments to the Transportation System Plan and further considerations during implementation in Chapter 3.

To identify the priority connections, each of the Connection Candidates proposed within Existing Right-of-Way were evaluated using the project prioritization criteria. The Connections were placed into these tiers based on how they scored and ranked in the evaluation. The prioritization criteria and evaluation are described in more detail in Chapter 6.

The criteria reflect community values and needs so that Connection Improvements that would most benefit the surrounding community would be prioritized. The most highly valued, and thus heavily weighted, criteria are bulleted below. The Tier 1 prioritized Connection Improvements help to best achieve these outcomes.

- Provide a more direct pedestrian or bicycle connection to transit stops, particularly stops with high ridership, frequent service or multiple transit lines.
- Improve a Neighborhood Greenway or Safe Route to School (built or planned) or connect to one.

Map of Prioritized Improved Connections in Existing Right-of-Way



Division-Midway Neighborhood Street Plan Recommended Connections

Connection Improvements in Existing Public Right-of-Way

Connections in Existing Public Right-of-Way

Prioritized Tiers

- Tier 1 - Top Priority (9)
- Tier 2 - Medium Priority (13)
- Tier 3 - Lower Priority (12)

Schools (22)

Safe Routes to School

- SR2S Pathways
- Sidewalks & Improved Corners
- Neighborhood Greenways

Street Surface by Maintenance Authority

Streets with Adjacent Property Owner Maintenance Responsibility

- Unpaved
- Right-of-way only (no street)

Open Space & Commercial Zoning

- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- City of Portland Parks (16)

0 400 Feet



06-17-15

- Serve targeted Environmental Justice or underserved populations, vulnerable roadway users or area with a high Active Transportation Demand score, as these are places where people are more likely to depend upon walking, biking or taking transit.

New Future Public Connections across Existing Private Property

Generally, connectivity is increased by establishing new street or pathway connections through large or very long blocks. This requires locating connections on what is currently private property. This most commonly happens at the time private property is redeveloped to higher densities or intensity of use through the City's development review process. Therefore, the other element of this plan is to identify New Future Public Connections across Existing Private Property to improve connectivity over time. These connections are achieved primarily through redevelopment or the public acquisition of easements or private property.

It is the recommendation of this Plan to amend the Transportation System Plan (TSP) to add to the Far Southeast Master Street Plan all of the New Future Public Connections across Existing Private Property identified through the Division-Midway Neighborhood Street Plan and the Outer Powell Boulevard Conceptual Design Plan Local Street & Accessway Report (2012).

More can be learned about the recommended New Future Public Connections across Existing Private Property, amendments to the Transportation System Plan and further considerations during implementation in Chapter 3.

The Planning Process

The Division-Midway Neighborhood Street Plan is the result of a planning process conducted by the Policy, Planning, and Projects Division in the Portland Bureau of Transportation (PBOT). The planning process began in July 2013 and culminated in late 2014. The planning process included a public outreach and engagement component with opportunities

at each phase for community stakeholders to review materials and provide input to help shape development of this plan. Each phase informed the next phase of the planning process and ultimately the final recommendations.

The four phases of the planning process:

Phase 1 – Summer & Fall 2013

Project Kick-Off, Data Collection and Review of Existing Policy and Conditions

Phase 2 – Winter 2014

Identify Needs, Opportunities & Constraints and formulate solutions.

Phase 3 – Spring 2014

Develop, Evaluate, and Prioritize Local Street and Pathway Solutions

Phase 4 – Summer - Fall 2014

Final Plan Refinement and Implementation Strategy

This planning process was largely funded through a grant awarded by the Transportation and Growth Management (TGM) program, a joint program of the Oregon Department of Transportation and the Oregon



Community members gather for the March 13 Open House event

Department of Land Conservation and Development. The TGM grant is financed, in part, by Moving Ahead for Program in the 21st Century (MAP-21), local governments and State of Oregon funds.

The project team consisted of PBOT staff, Bureau of Planning and Sustainability staff and the ODOT TGM grant manager. The project team engaged a variety of technical City staff that have a stake in the recommendations and outcomes of this plan.



Community members at the Neighborhood Ride, Roll, and Stroll Event

To assist and advise the City in the development of the Division-Midway Neighborhood Street Plan, a Project Working Group (PWG) was formed. Several community groups were invited to appoint a representative to participate on the PWG. The PWG served as an advisory body to project staff, reviewing and commenting on the draft Street Plan elements.

Community outreach and engagement occurred through several different avenues: a neighborhood Ride, Roll and Stroll in the project area, two open houses, targeted outreach to non-English speaking residents, and visits with other stakeholder groups. Two public houses were held at key stages in the planning process to provide the



Immigrant community members gather for an open house work session at the Lincoln Park Elementary School

community with an opportunity to review project materials and give feedback on the street and pathway connections identified by staff for potential improvements.

To better incorporate the needs and interests of community members historically under-represented, the project team conducted targeted outreach in addition to the series of public open houses. This outreach included conducting a survey with an English as a Second Language (ESL) class at David Douglas High School. The project team held a series of language-based group interview sessions and a mini-open house with the assistance of interpreters at Lincoln Elementary School in partnership with Metropolitan Family Services (MFS) and Schools Uniting Neighborhoods (SUN).

Working together with community stakeholders and technical City staff, the project team aspired to identify a plan that supports multi-modal travel, residential livability and the economic vitality of local commercial businesses within the project area.

Introduction



The Portland Bureau of Transportation (PBOT), in partnership with the Portland Bureau of Planning and Sustainability and Oregon Department of Transportation (ODOT), developed the Division-Midway Neighborhood Street Plan. This planning effort culminates in summer 2015.



Plan Goals and Objectives

The overall goal of the Division-Midway Neighborhood Street Plan is to better increase street connectivity and multi-modal travel options within the project area. In order to meet this goal, the following objectives were established:

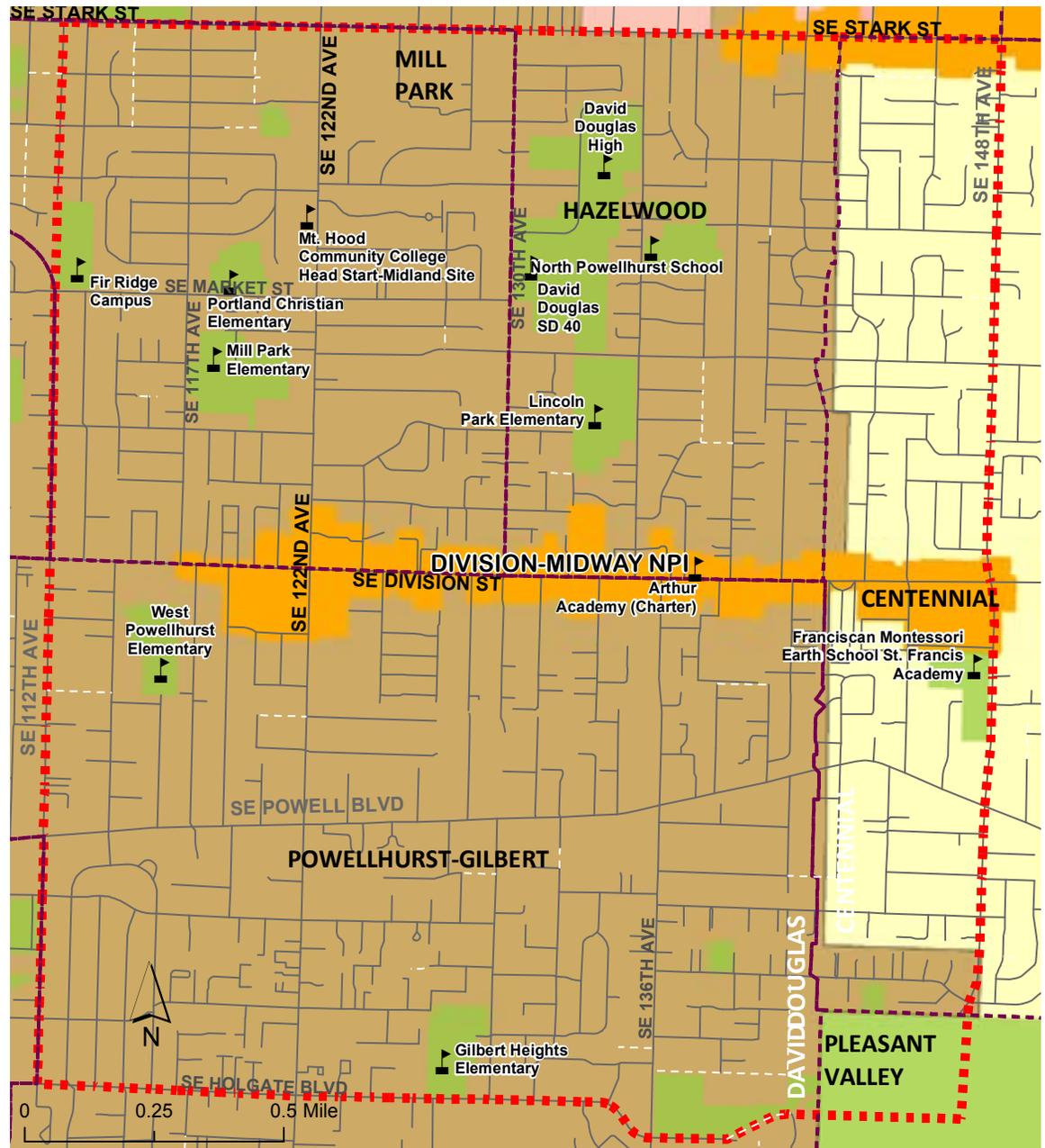
- Establish a more connected local street and path network.
- Create safer walking and bicycling routes to neighborhood destinations, transit and the regionally designated SE Division Main Street.
- Define the range of options for improving local streets, including use of Portland Street By Street design options.
- Inform future improvements to be built over-time by property owners, developers and the City.

Project Area

The project area is located in East Portland. It is centered on SE Division Street, a designated “Main Street” in the Metro Region 2040 Growth Concept Plan; and extends from SE 112th to SE 148th avenues and reaches roughly one mile north to SE Stark Street and roughly one mile south to SE Holgate Street. The Division Midway project area includes all or portions of five East Portland neighborhoods, including Centennial, Hazelwood, Mill Park, Pleasant Valley, and Powellhurst Gilbert.

-  Streets
 -  Unimproved Right-of-Way
 -  Schools
 -  Study Area
 -  Parks and Open Spaces
 -  Neighborhoods
 -  Neighborhood Prosperity Initiative District
- School Districts**
-  Centennial
 -  David Douglas

Fig 1: Study Area Map



The Problem

The street system in Division-Midway is poorly connected in many places. There are large blocks with no streets. Most blocks in the Division-Midway study area do not meet street City connectivity policy standards. Many residential streets lack curbs and/or sidewalks, or are completely unimproved (dirt or gravel, often with potholes and mud). Basic roadway infrastructure (such as pavement and/or sidewalks) was often not built at the time of development.

The incomplete and disjointed street and land use patterns in East Portland limit the opportunities for residents to meet their daily needs in close proximity to where they live by non-motorized means. A lack of street connectivity makes local travel circuitous and focuses traffic onto higher-level arterial streets. Missing street connections and sidewalks result in unsafe conditions and increased out-of-direction travel, which deters trips that could otherwise be made on foot, bicycle or transit. Public health research shows that lack of sidewalks and safe biking facilities limit those activities, negatively impacting community public health through lack of physical activity.

Largely due to the lack of a connected grid of local streets, many trips taken by all modes must route out of direction onto the few streets that do connect through because residents lack any other choice. This phenomenon lengthens what would otherwise be a short trip and requires people to travel out of direction. The lack of a connected grid also contributes to local trips concentrating on some local streets more than other local streets. This happens on local streets that are the only connection to an arterial street for multiple other dead-end or looped local streets. All of the above can also lengthen emergency response routes and times.



Examples of unimproved streets and incomplete connections

Context and Relationship to past plans

Recognizing such conditions, previous planning work has been completed to identify and help address connectivity needs and opportunities for street and pathway connections in East Portland. These planning projects and initiatives include the following:

- Outer Southeast Community Plan (1996)
- Opportunity Gateway Concept Plan (2000) / Gateway Master Street Plan (2007)
- Far SE Master Street Plan (2001)
- East Portland Action Plan (2009)
- Portland Bicycle Plan for 2030 (2010)
- Portland Plan (2012),
- East Portland in Motion (2012)
- Outer Powell Boulevard Conceptual Design Plan - Local Street & Accessway Report Recommendations (2012)
- Up Out of the Mud Street By Street (2012)
- Division Midway Neighborhood Prosperity Initiative (ongoing)

The Division-Midway Neighborhood Street Plan grew out of and builds upon these plans, initiatives community engagement and groundwork. A few of these plans are summarized below:

Portland Transportation System Plan (TSP) (2007 – Update currently underway)

The Transportation System Plan (TSP) is the City's 20-year plan for transportation policy and improvements. The TSP provides the policy basis for Portland's transportation system planning, maintenance, and development. Many TSP policies and projects support increased safety, multimodal access and better connectivity in Portland, including Division-Midway.

Far SE Master Street Plan (2001)

The City of Portland's Southwest and Far Southeast Street Master Plan (2001) identified locations for new local street connections and bicycle and pedestrian paths. The Master Street Plans were then adopted into the TSP to inform future development review dedication requirements. The connections in the Far SE Master Street Plan will serve as input into developing the Division-Midway Neighborhood Street Plan.

Outer Powell Boulevard Conceptual Design Plan (2012)

The Outer Powell Boulevard Concept Design Plan included a Local Street and Accessway Report, which identified pedestrian, bicycle and street connections within the project area. The plan recommends updating the Far SE Master Street Plan map in the TSP with these new connections. These recommendations will serve as input into for developing the Division-Midway Neighborhood Street Plan.

East Portland Action Plan (2009)

The East Portland Action Plan identifies strategies and actions to guide and direct public agencies, non-profit organizations, businesses and individuals to address the broad array of opportunities and challenges facing East Portland. The following recommended actions relate to the

Division-Midway Neighborhood Street Plan:

- T.2 Increase safety and convenience of walking throughout East Portland
- T.3.6 Assess bike safety issues in key areas – including Division Street
- T.5.1 Develop best practices pilot project to accelerate local street improvements; explore funding options, design standards, criteria for qualification.
- T.5.4 Study and develop an alternative street standard for local streets in East Portland.
- T.6.1 Develop a complete and more, well-developed future street plan for East Portland.
- T.6.2 Develop priorities for decision-making on transportation improvements; consider connections to parks/open space/schools, "green street" design, public safety needs.
- T.6.3 Initiate a Powellhurst-Gilbert connectivity and urban form study.
- CM.2 Promote vital and healthy multi-use commercial areas

East Portland in Motion (2012)

East Portland in Motion (EPIM), is a 5-year implementation strategy for active transportation projects and programs east of 82nd Ave in Portland. City Council adopted the strategy on April 18, 2012. EPIM includes projects prioritized through the EPIM process, as well as projects and programs underway as EPIM was developed. To date, the City and other agency partners have over \$47 Million of local funds and awarded grant funds to implement priority projects identified in EPIM for East Portland. This includes recent funding secured through the State Legislature by Representative Shemia Fagan for SE 136th Ave and Outer Powell Blvd.

Many EPIM recommended projects are within or near the Division-Midway study area. Several are funded or recently built, while some remain unfunded. These unfunded EPIM projects remain priorities for implementation and inform development of the Division-Midway Plan. Visit the EPIM webpage for the current implementation status of EPIM projects: www.portlandoregon.gov/transportation/epim

Planning Process and Timeline

The planning process for this project began in July 2013 and lasted over one year. This section provides a brief outline of the four phases of the planning process. They are presented in greater detail in Chapter 6.

Phase 1 – Summer & Fall 2013

Project Kick-Off, Data Collection and Review of Existing Policy and Conditions

- Establish project goals and objectives
- Develop a Community Outreach and Engagement Plan
- Form a Project Working Group (PWG) with citizen stakeholders
- Develop a framework for technical City staff review and input
- Baseline Conditions – Policy review, demographics, existing methods for improving local streets, planned improvements, neighborhood destination and access Urban Design Concept, traffic and transportation system existing conditions data, etc.
- Community Engagement: Project kick-off with a Neighborhood Ride, Roll and Stroll, PWG Input

Phase 2 – Winter 2014

Identify Needs, Opportunities & Constraints and formulate solutions.

- Build a Toolbox of Facility Design Types
- Develop Selection and Project Prioritization Criteria
- Identify Needs, Opportunities & Constraints
- Develop Street and Pathway Connection Candidates
- Community Engagement: PWG Input, Open House #1, Survey with David Douglas ESL High School students

Phase 3 – Spring 2014

Develop, Evaluate, and Prioritize Local Street and Pathway Solutions

- Evaluate street and pathway connection solutions, project prioritization, and implementation
- Community Engagement: PWG Input, Focused Outreach to Immigrant Communities, Open House #2

Phase 4 – Summer 2014 through Summer 2015

Final Plan Refinement and Implementation Strategy

- Explore Implementation Strategies
- Refine Solutions and Draft Plan– integrate community and other stakeholder input
- Community Engagement: PWG Input, Additional input from community stakeholders
- Recommend Final Plan for adoption by City Council

Plan Recommendations



The Division-Midway Neighborhood Street Plan, referred to as the “Plan,” identifies and prioritizes local street and pathway connections to improve transportation connectivity in the project area. These connections are intended to address existing deficiencies in the local street system, including pedestrian and bicycle infrastructure. This Plan prioritizes local street and pathway Connection Improvements that would most help achieve local community and broader Citywide goals for safety, equity, healthy and connected complete neighborhoods, and access to transit. There are two main types of connections recommended in this plan:

- Connection Improvements in Existing Right-of-Way (see map p. 19)
- New Future Public Connections across Existing Private Property (see map p. 25)

These two types of connections and the plan recommendations for each are described in the following sections. A detailed set of maps, located in the appendix display both of these types of connections, as well as the existing Portland Transportation System Plan (TSP) priority system improvement projects in the study area.

Connection Improvements in Existing Right-of-Way

A key opportunity to improve connectivity in the Division-Midway study area is to improve existing unimproved and substandard public rights-of-way to provide connectivity benefit to the broader neighborhood, not just local access to adjacent residences. Making more use of the existing public right-of-way that is available now is a more efficient use of resources and better stewardship of the right-of-way. Therefore, a primary focus of this Plan, is recommending Improved Connections in Existing Right-of-Way.

The set of Connection Improvements in Existing Right-of-Way recommended in this Plan consist of existing unpaved streets, unimproved rights-of-way, informal dirt footpaths and gaps in the local street system that could be improved to provide access to Main Street retail, transit, neighborhood activity centers, schools, parks and other local destinations. They could become connections that serve some or all modes of travel, either as local streets or pathways.

All of the Connection Improvements in Existing Right-of-Way identified during this planning process are recommended for inclusion in the Division-Midway Neighborhood Street Plan. The Connection Improvements in Existing Right-of-Way that provide a higher level of community benefit than others are recommended as higher priorities in this plan. They are more likely to qualify for public funding and compete for competitive grants than local street connections that would just primarily serve the adjacent residences.

The Connection Improvements in Existing Right-of-Way are bundled into three tiers of priorities; Tier 1, Tier 2, and Tier 3 in order of priority; Tier 1 being the highest priority for implementation. The map of Connection Improvements can be found on page 19. The tables of tiered Connection Improvements can be found on pages 20 through 23.

To identify the priority connections, each of the Connection Candidates proposed within Existing Right-of-Way were evaluated using the project prioritization criteria. The Connections were placed into these tiers based on how they scored and ranked in the evaluation. The prioritization criteria and evaluation are described in more detail in Chapter 6.

The criteria reflect community values and needs so that Connection Improvements that would most benefit the surrounding community would be prioritized. The most highly valued, and thus heavily weighted, criteria are bulleted below. The Tier 1 prioritized Connection Improvements help to best achieve these outcomes:

- Provide a more direct pedestrian or bicycle connection to transit stops, particularly stops with high ridership, frequent service or multiple transit lines.
- Improve a Neighborhood Greenway or Safe Route to School (built or planned) or connect to one.
- Serve targeted Environmental Justice or underserved populations, vulnerable roadway users or area with a high Active Transportation Demand score, as these are places where people are more likely to depend upon walking, biking or taking transit.

Recommendations:

Recommendation 1: Add the Tier 1, 2 and 3 Division-Midway Prioritized Connection Improvements in Existing right-of-Way to the Transportation System Plan (TSP) through the current or future TSP Update, either to the Major Transportation Improvement Projects list or Citywide Programs. Specifically, amend the (TSP) as follows:

Amend TSP Project #80005, SE 148th Ave. Extend scope to include sidewalks south of Powell to Powell Butte Park, just south of SE Gladstone.

Length: .55 Mile of missing sidewalk on both sides. Curb exists.
Planning-level Cost Estimate: \$1,020,000

Amend TSP Project #80014, Mill Park Pedestrian Improvements, SE. Expand scope to also include the following:

- Sidewalks on SE Market from 112th to 130th Ave.
Length: .61 Mile of missing sidewalk on both sides. Curb exists.
Planning-level Cost Estimate: \$1,320,000
- Sidewalks on SE Mill from 130th Ave to 148th Ave.
Length: 1.27 Miles of missing sidewalk on both sides. Curb exists.
Planning-level Cost Estimate: \$2,360,000
- Sidewalks on SE 130th from Stark to Division.
Length: .76 Mile of missing sidewalk on both sides. Curb exists.
Planning-level Cost Estimate: \$1,410,000

Amend TSP Project #80016, Powellhurst/Gilbert Pedestrian Improvements, SE. Expand scope to also include the following:

- Sidewalks on SE Boise from 116th to 128th.
Length: .87 Mile of missing sidewalk, curb and drainage both sides.
Planning-level Cost Estimate: \$2,800,000
- Sidewalks on SE 130th from Powell to Holgate.
Length: .98 Mile of missing sidewalk, curb and drainage both sides.
Planning-level Cost Estimate: \$3,160,000

The exception is the 4M Neighborhood Greenway. The bikeway elements of this project are captured in existing TSP project #80020, Market/Mill/Main, SE (72nd – 175th): Bikeway. The sidewalk elements of this project are recommended above to be added to existing TSP project #80014.

The remaining Division-Midway Connection Improvements in Existing Right-of-Way are generally short connections and smaller projects that would most likely fit into one of the Citywide Programs.

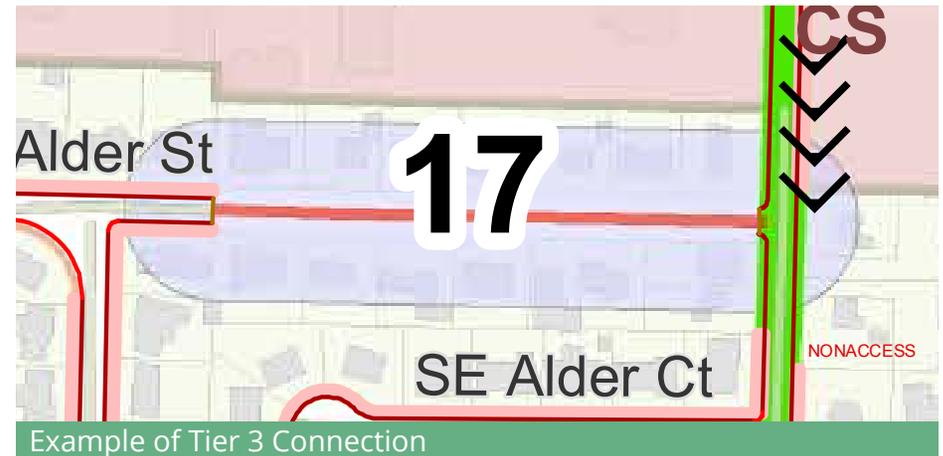
Recommendation 2: Seek funding to design and build Connection Improvements within Existing Right-of-Way, generally starting with the top priority tier. See the Implementation and Funding Strategies Chapter for more guidance. Project from the lower tiers may advance to implementation ahead of Tier 1 projects under compelling circumstances, particularly if adjacent property owners are willing to provide funding or the projects are more eligible for specific funding sources or grant opportunities.

Recommendation 3: During future implementation, heed the considerations and concerns listed in the following section. A table with additional considerations for implementation and stormwater management is located in the Appendix.

Recommendation 4: Provide street lighting along streets not currently meeting city lighting standards.

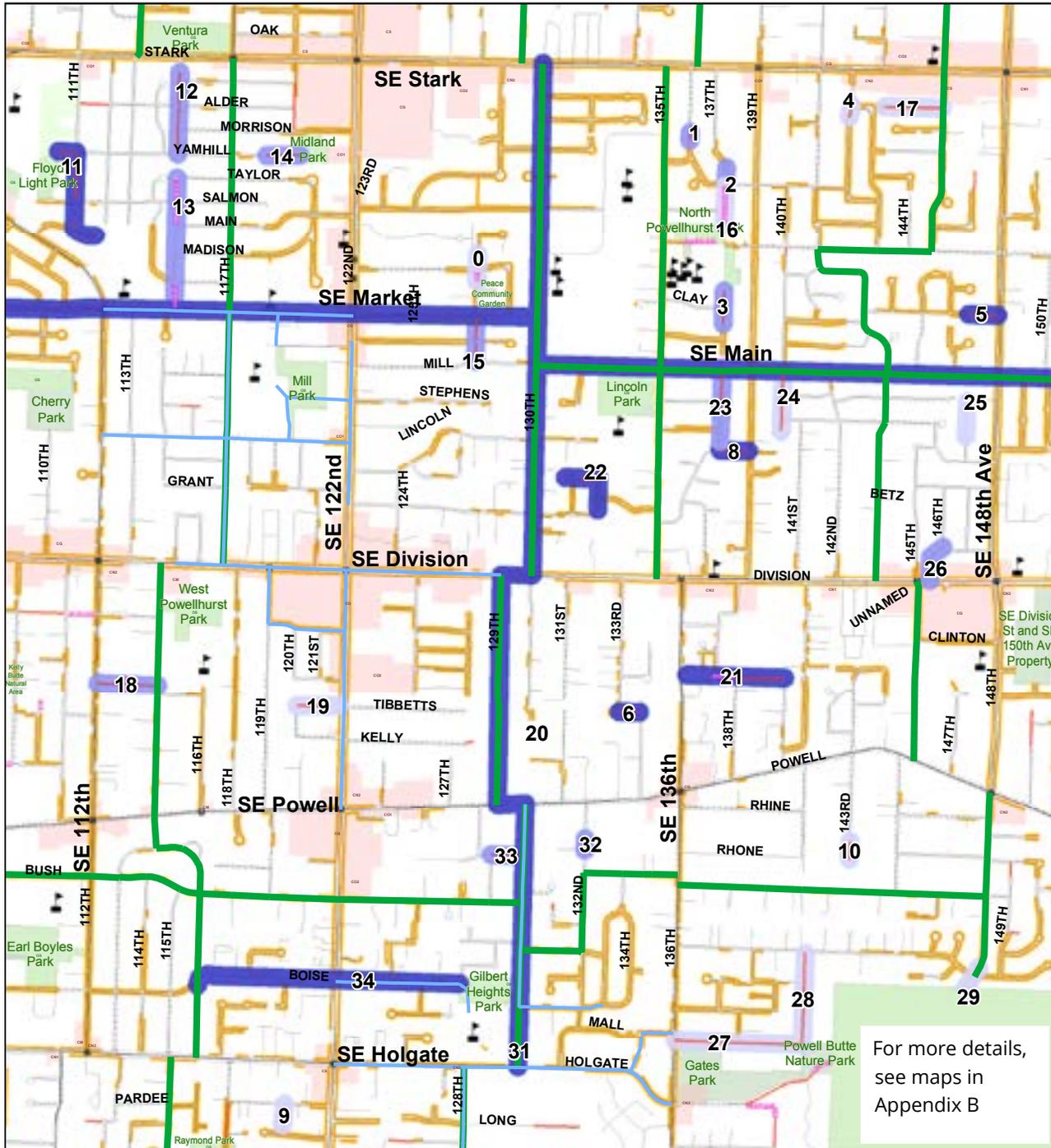
Explanation of Maps & Tables:

A small map displaying the Connection Improvements in Existing Rights-of-Way, arranged into three priority tiers, is located on the following page. The Connections are circled and colored in shades of blue based on their priority rank. A more detailed set of maps of all the Division-Midway Connections is located at the end of this chapter.



The three tiers of priorities are listed in the tables on the following three pages. The tables include the Connection # ID, evaluation score, and key benefits. The table also includes recommendations for further consideration regarding modes served, potential scope and facility design types. A table with additional considerations for implementation and stormwater management is located in the Appendix.

Fig 2: Map of Prioritized Improved Connections in Existing Right-of-Way



Division-Midway Neighborhood Street Plan Recommended Connections

Connection Improvements in Existing Public Right-of-Way

Connections in Existing Public Right-of-Way

Prioritized Tiers

- Tier 1 - Top Priority (9)
- Tier 2 - Medium Priority (13)
- Tier 3 - Lower Priority (12)

Schools (22)

Safe Routes to School

- SR2S Pathways
- Sidewalks & Improved Corners
- Neighborhood Greenways

Street Surface by Maintenance Authority

Streets with Adjacent Property Owner Maintenance Responsibility

- Unpaved
- Right-of-way only (no street)

Open Space & Commercial Zoning

- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- City of Portland Parks (16)

0 400 Feet



For more details,
see maps in
Appendix B



06-17-15

Table 1: List of Tier 1 Priority Connections in Existing Right-of-Way

	Project Extent	Project ID	Map	Modes Served	Potential Scope and Facility Types	Key Benefits
1	130's Neighborhood Greenway along SE 130th-- 129th-130th	31	A1-B1- C1	Ped/Bike	Add sidewalks, especially between Holgate-Powell and Division-Stark, to complement funded Bikeway Neighborhood Greenway improvements.	Provides great thru connection and access to many schools, parks, commercial streets, transit and SE Division.
2	SE Boise (116th - 128th)	34	C1	Ped	Add sidewalk.	Connects to multiple schools, parks, multi-family housing, seniors.
3	4M Neighborhood Greenway along SE Market-130th-Mill	30	A1-A2	Ped/Bike	Add Sidewalks and Bikeway Neighborhood Greenway improvements.	Provides great thru connection and access to many schools, parks, commercial streets and transit.
4	SE 111th Ave (Yamhill- Main & Yamhill (110th- 11th))	11	A1	Part All Modes. Part Ped/Bike.	Consider shared roadway with restricted vehicle access at one end -or- Add Ped/Bike pathway and lighting on 111th (Salmon-Yamhill). Pathway or Shared Street on SE Yamhill. The rest Traditional Street and sidewalk.	Connects to school, park community center, transit. Designated City Walkway in TSP.
5	SE Grant (131st - 132nd) and SE 132nd	22	B2	All modes. Or consider Part All Modes and Part Ped/Bike.	Consider maintaining existing restricted motor vehicle access and connecting Ped/bike path thru. Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Connects to school and park. Provides a connection through large block lacking connectivity.
6	SE Woodward (136th - 140th)	21	B2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Shared Street with Ped/Bike Pathway only at the west end connecting to 137th Ave. Consider Community Uses.	Provides a connection and alternative route between Division and Powell where there is a severe lack of connectivity.
7	SE Market Ct. (146th to 148th)	5	A2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider semi-diversion curb extension to restrict motor vehicle access in at 148th Ave. Or consider full diversion and allow only ped/bike through access.	Provides a connection in and out of the neighborhood to 148th, where through connections are lacking.
8	SE Brooklyn Ct (133rd - 134th)	6	B2	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider traffic calming. Include lighting.	Provides connectivity between Division and Powell where there is a severe lack of connectivity.
9	SE Sherman Dr (138th - 139th)	8	B2	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider traffic calming.	Connects to school and park. Provides a connection through large block lacking connectivity.

Table 2a: List of Tier 2 Priority Connections in Existing Right-of-Way

	Project Extent	Project ID	Map	Modes Served	Potential Scope and Facility Types	Key Benefits
10	138th & SE Sherman	7	B2	Combined with 23		Connects to schools and parks. Provides completed paved connections for two large blocks lacking connectivity.
11	SE Division to 146th/ Caruthers Pathway	26	B2	Pedestrian	Build concrete Sidewalk. Add pedestrian scale lighting.	Provides a good pedestrian connection to commercial services on SE Division, including a grocery store and avoids the need to walk on streets without sidewalks or busy arterials.
12	SE 132nd (South of Powell, north of Bush)	32	C2	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider traffic calming.	Improves connection to SE Powell, transit and services. Alternative route to busy streets. In area with severe lack of connectivity.
13	SE 127th (Mill - Market)	15	A1	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides a connection through large block lacking connectivity for pedestrians and bikes off of SE Market.
14	SE 138th (SE Mill to Hawthorne)	3	A2	All Modes	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Connects to School and Park
15	SE 136th (Stark-Taylor)	1	A2	All modes. Or consider Part All Modes and Part Ped/Bike.	Maintain existing restricted motor vehicle access. Only provide ped/bike through access. Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides a good pedestrian connection to schools and parks and avoids the need to walk on streets without sidewalks.
16	SE Rhone (129th -130th)	33	C1	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	

Table 2b: List of Tier 2 Priority Connections in Existing Right-of-Way (continued)

	Project Extent	Project ID	Map	Modes Served	Potential Scope and Facility Types	Key Benefits
17	SE 138th & SE Taylor	2	A2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider maintaining existing restricted motor vehicle access and connecting Ped/bike path through access.	Combines with #16 to connect to schools and parks. Provides a good connection through large block lacking connectivity for pedestrians and bikes off of SE 139th
18	SE 138th (Sherman - Mill)	23	B2/A2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Connects to schools and parks. Provides completed paved connections for two large blocks lacking connectivity.
19	SE 115th (Stark-Yamhill)	12	A1	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a more complete connect to SE Stark, parks and schools for blocks lacking connectivity.
20	SE 115th (Taylor-Maket)	13	A1	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a more complete connect to SE Market and schools for moderately large blocks lacking connectivity off of 117th arterial.
21	SE Yamhill (118th-119th)	14	A1	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path connecting thru to Park path.	Provides a more complete connection to school, park, and library. Provides a connection through large block lacking connectivity.
22	SE Brooklyn (112th to 115th)	18	B1	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Improves connections to school and park. Provides a connection through large block lacking connectivity and alternative to arterial.

Table 3: List of Tier 3 Priority Connections in Existing Right-of-Way

	Project Extent	Project ID	Map	Modes Served	Potential Scope and Facility Types	Key Benefits
23	SE 142nd & Washington	4	A2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a more complete and improved connection for moderately sized block lacking connectivity.
24	SE 138th (Taylor-Main)	16	A2	Pedestrian	Consider pedestrian facility woven through mature trees to minimize impact to trees. Add pedestrian scale lighting.	Provides off-street pedestrian connection to a park at schools.
25	SE 140th (Harrison to Mill)	24	B2/A2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides an improved connection for moderately sized block lacking connectivity.
26	SE 147th (SE Stephens to Lincoln)	25	B2/A2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides completed sidewalk connections for blocks lacking connectivity off of SE 148th.
27	SE Mall (136th -141st)	27	C2	All Modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk.	Improves connection to SR25 route along SE Mall west of SE 136th. Improves access to transit on SE 136th Ave.
28	SE Washington (143rd-146th)	17	A2	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides an improved connection for moderately sized block lacking paved connectivity.
29	SE 120th Ave (Pardee to Schiller)	9	C1	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a modest connection improvement to Raymond Park and SE Holgate.
30	SE 143rd at SE Rhone	10	C2	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides connectivity between SE Powell to SE 136th in an area of low connectivity.
31	SE Tibbetts (120th to SE 122nd)	19	B1	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides paved road and pedestrian connection for block lacking connectivity off of arterial SE 122nd
32	SE 141st (Center to Mall)	28	C2	All Modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk.	Provides improved connection to Gates Park and between SE Gladstone and SE Mall .
33	SE 148th at Gladstone St (to Powell Butte) and add sidewalks from Powell - Gladstone St	29	C2	All Modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk south of SE Bush.	Improves connections to Powell Butte Park. Provides more complete connection from Powell Blvd. to Powell Butte and strengthens a proposed connection on SE 148th north of Powell Blvd.
34	SE 127th (Market-Madison)	0	A1	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk. Or consider restricted motor vehicle access at one end and connecting Ped/bike only path thru past barrier. Add pedestrian scale lighting. Use Crime Prevention Through Environmental Design (CPTED) guidelines.	Provides improved pedestrian and bike connection between SE Madison and SE Market, particularly once a future pedestrian connection is provided thru the block to the north.

Future Considerations and Concerns for Implementation:

- Organizing the priority connections into tiers was done intentionally to create bundles of projects, not a strictly ranked list. There is not a strict expectation that connections within a Tier will be implemented in the order they are listed. Depending upon opportunities that arise, they may be implemented in any order. For example, if a connection near the bottom of the list on Tier 1 has strong support from adjacent property owners and the neighborhood, they are willing to help fund the improvements and there is an opportunity to secure funding through a grant or other public funds, such a project may proceed before the project at the top of the Tier list.
- Final recommendations on the applicability of the City's Street-By-Street local residential street design standards along the recommended Connections could not be made through this plan. This plan includes an initial review of which of the various Street-by-Street design standard options could be considered further for individual Connections. The initial recommendations on which street design standards may be suitable for further consideration during implementation of individual Connections are contained in the tables on the following pages. A table with additional considerations for implementation and stormwater management is located in the Appendix.
- The following general considerations apply when further evaluating the application of the City's Street-By-Street local residential design street standards along the recommended Connections:
 - The Street-By-Street local residential design street standards are context sensitive. A candidate street must meet the criteria for applying the Street-By-Street standards as identified in the Local Residential Street Program. The suitability of these standards along any one street or block is dependent upon many criteria and surrounding conditions. Not all of these criteria and conditions could be evaluated thoroughly for each recommended Connection during this planning process. In addition, conditions may change between the time of the plan and implementation.
- The applicability of the Shared Street design is highly dependent upon the surrounding street connectivity, the conditions of the streets, travel patterns and the potential for increased motor vehicle traffic. Currently, City staff assess the likelihood for increased motor vehicle traffic on a recommended Connection once improved when evaluating the applicability of the Shared Street design. If there is not a parallel improved through connection within roughly 1,000 feet, it is more likely that improving a recommended Connection will attract increased motor vehicle traffic volume and exceed the threshold for a Shared Street. Therefore, a Shared Street design may not be suitable on such Connections unless it is found that traffic diversion or traffic calming can mitigate the increased traffic volume. Otherwise, a Curbless Street with Separated Sidewalk may be more appropriate.
- The suitability of any particular street design option may be different depending upon if it is being considered on a couple blocks along one street in isolation or along multiple parallel streets at the same time. When multiple parallel streets are improved at the same time, traffic patterns are less likely to change and no one street would attract significant additional motor vehicle traffic.
- A shared street is generally not the preferred design option of the Project Working Group
- There may be limitations on Federal transportation funds being spent on improvements along local streets. Work with Metro to identify any barriers to eligibility and strategize to address, through

policy or other means. Consider local funds and other sources to build streets designated as local streets for all modes in the TSP.

A summary of citizen concerns expressed during the project:

- A desire for more sidewalks to feel safer.
- A desire for street lighting to feel safer.
- Connected streets for faster response times from police and EMTs.
- Concern that the future streets and paths be well maintained.
- Concern about increased taxes to pay for new streets and paths.
- Concern about “cut-through” traffic on new streets.
- Concern that new connections may invite more crime.
- Concern about publicly owned land in private use being changed to public use.

New Future Public Connections across Existing Private Property

Generally, connectivity is increased by establishing new street or pathway connections through large or very long blocks. This requires locating connections on what is currently private property. This most commonly happens at the time private property is redeveloped to higher densities or intensity of use through the City’s development review process. Therefore, the other element of this plan is to identify New Future Public Connections across Existing Private Property to improve connectivity over time. These connections are achieved primarily through redevelopment or the public acquisition of easements or private property.

During the development of the Division-Midway Neighborhood Street Plan, the project team reviewed the already adopted future connections across private property identified through the Far Southeast Master Street Plan (2001), which was subsequently adopted into the Portland

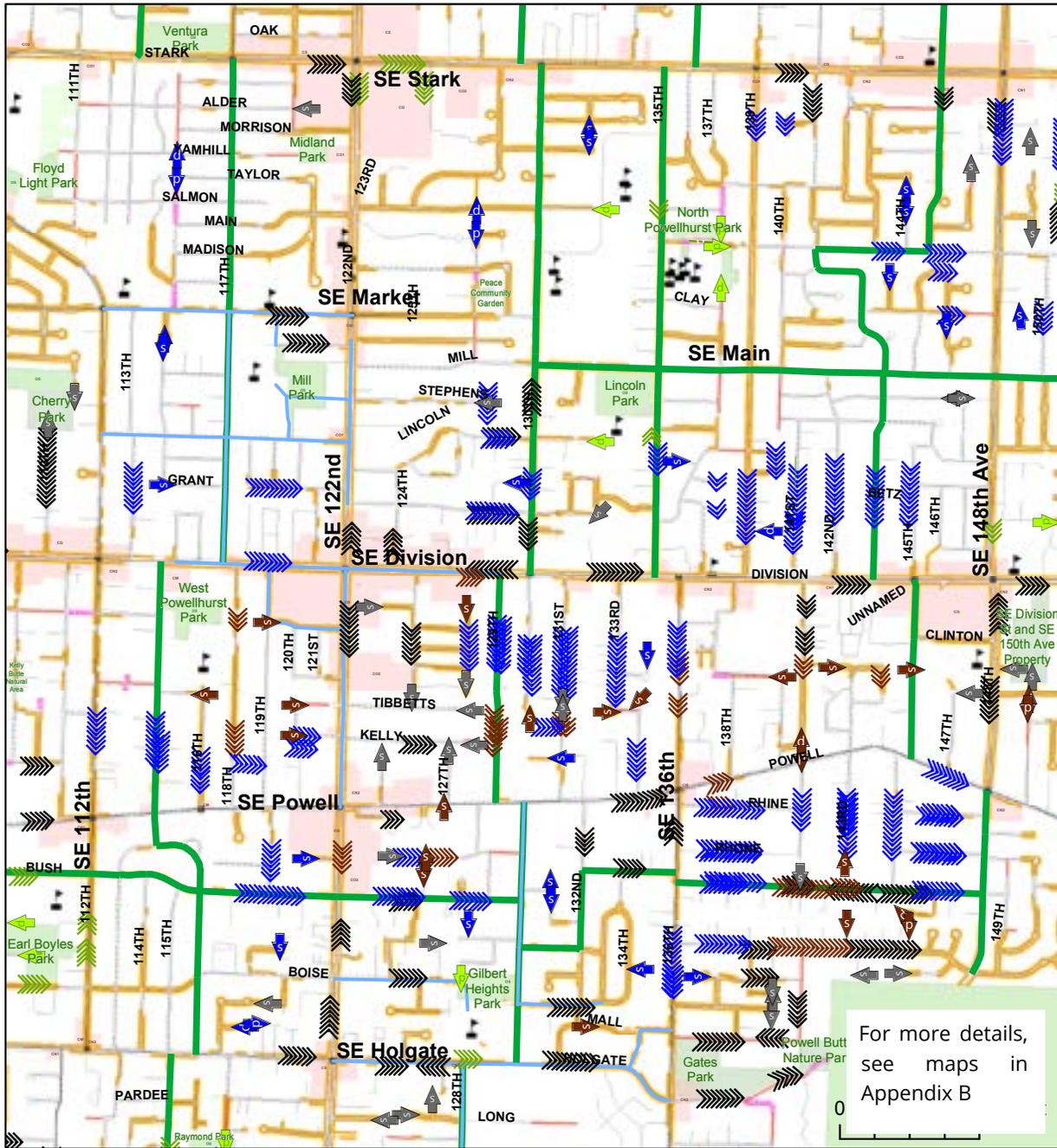
Transportation System Plan. The team subsequently reviewed the new connections recommended through the Outer Powell Boulevard Conceptual Design Plan Local Street & Accessway Report (2012). Through the Division-Midway Neighborhood Street Plan, additional New Future Right-of-Way Connections across Existing Private Property were identified to complement the previously adopted and recommended connections.

All of these previously adopted and newly recommended connections are displayed on the small illustrative Map of Division-Midway Connections located on the following page. They are distinguished by different colors. The New Future New Public Connections across Existing Private Property recommended by this Plan are displayed with blue arrows and hatch marks. The hatch marks along the block face are intended to indicate that a connection is needed through that block and connect to the existing intersecting street somewhere along that block face. This allows flexibility for where through the block a future street or pathway could be built. The arrows are used where there is more certainty about where the future street should connect to, typically a street stub leading into the middle of a block.



Examples of future connection types across private property

Fig 3: Future Connections across Existing Private Property for Far SE Portland Master Street Plan



Division-Midway Neighborhood Street Plan Recommended Connections

Future Connections Across Existing Private Property

Connections Across Private Property for Far SE Portland Master Street Plan

Connection Points and Alignment TBD

- Division-Midway Connection
- Previous Adopted Street Connection
- Previous Adopted Ped/Bike Connection
- Outer Powell Blvd. Plan Connection

Connection Points Certain and Alignment TBD

- ###### Potential New
- Pedestrian/Bicycle
 - Street

- ###### Previously Adopted
- Pedestrian/Bicycle
 - Street

- ###### Outer Powell Blvd. Plan Recommended
- Pedestrian/Bicycle
 - Street

Safe Routes to School

- SR2S Pathways
- Sidewalks & Improved Corners
- Neighborhood Greenways

Street Surface by Maintenance Authority

- Streets with Adjacent Property Owner Maintenance Responsibility
- Unpaved
 - Right-of-way only (no street)

Open Space & Commercial Zoning

- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- City of Portland Parks

For more details,
see maps in
Appendix B



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The arrow and hatched line symbols used to display these future connections are similar to the symbols used to map connections in the Far Southeast Master Street Plan (2001). A more detailed set of maps, an explanation of how to interpret the symbols used to identify these future connections and how to read them is located in the Appendix.

Recommendations

Recommendation 1: Amend the Transportation System Plan (TSP) to add all the New Future Public Connections across Existing Private Property identified through the Division-Midway Neighborhood Street Plan and the Outer Powell Boulevard Conceptual Design Plan Local Street & Accessway Report (2012) to the Far Southeast Master Street Plan. Currently it is labeled as Map 11.11.7, located in Chapter 2 of the TSP on page 133. Target this amendment as a part of the TSP Update.

Recommendation 2: Pursue funding to purchase right-of-way or public access easements from willing property owners to implement select future public connections across existing private property. Target such connections that are not as feasible to implement through the City development review and permit process. This could include buying parcels and keeping the public right-of-way connections, then selling the rest of the property for development to help defray costs.

See list below of recommended strong connections that have high connectivity value, based on technical and citizen input:

- Future connection across existing private property on SE 131st between Division and Powell. It is already adopted into TSP through Far SE Master Street Plan. There is some support by existing property owners to work with the City to provide an improved through ped/bike connection here. Recommendation is to provide funding to pursue easement or dedication and pathway improvements, including lighting.

- Future connection across existing private property on SE 141st to the west and east in the alignment of SE Woodward, between Division and Powell. Recommend adoption into TSP and Far SE Master Street Plan. There is some support by existing property owners to work with the City to provide an improved through ped/bike connection here. Recommend also providing funding to pursue easement or dedication and pathway improvements, including lighting.

Future Consideration: Constrained Feasibility of Implementation

Inclusion of the Potential New Public Connections across Existing Private Property in the Division-Midway Neighborhood Street Plan and Portland Transportation System Plan are no guarantee that the connections can or will be achieved in the foreseeable future through the current development review process.

There are many constraints that challenge the City's ability to require new connections. It is difficult to establish new public streets within an existing neighborhood, as opposed to areas with large tracts of land with minimal urban or suburban development. Thus, new street and path connections tend to happen incrementally over decades as development occurs. There are also land use law constraints on what can be required of private property owners through the development review process. The development pattern, lot size and dimensions in some parts of East Portland further complicate this situation. This is further outlined in the Needs, Opportunities and Constraints section in Chapter 6.

Many of the New Future Public Connections across Existing Private Property recommended in the Division-Midway study area will be difficult to achieve as streets. There is a greater likelihood that pedestrian/bike paths may be feasible for some of these connections. Many of the connections would require the removal of existing homes for the connections to be achieved. Others are limited by lot size and shape

constraints, or difficulty meeting the ‘roughly proportional’ requirements in land use law. This is especially the case in areas zoned as low density residential where properties are already built to the current zoning or nearly so.

To be clear, this plan is not calling for the removal of homes and taking of private property. Rather, it is identifying locations that could provide better connectivity for area residents if conditions at these locations change in the future. This most commonly happens at the time private property is redeveloped to higher densities or intensity of use through the City’s development review process through a right-of-way dedication and frontage improvement requirement. Another potential way for such connections to happen is if a property owner is willing to work with the City to voluntarily provide a public easement or property dedication. Public purchase of access from willing sellers is an option, but one the City is less likely to exercise due to fiscal constraints. Donation of private property for public purposes is yet another option that citizens may wish to pursue. With public purchase or private donation, assurance of future maintenance would be a consideration.

Connectivity Benefit from a Combination of Connection Types

Some of the Improved Connections in Existing Right-of-Way could complement other New Future Public Connections across Existing Private Property to provide a more complete connection through one or multiple blocks. In these instances, once both types of connections are completed, the full connectivity benefit can be realized. Meanwhile, there are still connectivity benefits to be gained by the individual connections.

An example is SE Woodward between SE 136th Ave and SE 148th Ave. Today this segment of SE Woodward and the surrounding streets exist as a series of disjointed segments. Some blocks have a paved street and sidewalks, while others are unpaved dirt roads. In other areas,

no right-of-way exists along the SE Woodward alignment, cutting off a connection from SE 136th to SW 148th. This connection could be realized over time through a combination of connection improvements. These improvements could take the form of full street improvements for all modes, pathways that are only accessible for walking and biking, or some combination of these types of improvements.

This would enable people to travel within their neighborhood all the way between SE 136th Ave and SE 148th Ave without needing to go out of direction up to SE Division or down to SE Powell Blvd. Until such time that this is achieved, there are independent benefits of building the Improved Connections in Existing Right-of-Way, namely Connection #21, on SE Woodward from SE 137th Ave to SE 140th Ave. This would benefit residents for many blocks and the adjacent residents.



SE Woodward between 137th and 138th

Implementation and Funding Strategies



This chapter provides recommendations and potential funding sources to aid implementation of the Connection Improvements in Existing Right-of-Way and New Future Public Connections across Existing Private Property recommended in Chapter 3 of this Plan. The recommendations include implementation strategies to increase the likelihood that new street and pathway connections can be achieved through the development process.

Recommendations

Recommendation 1: Explore public/private funding partnerships

- Consider forming a publicly subsidized Local Improvement District (LID) program to improve local streets that benefit the broader community and share the cost with property owners.

- Explore and create a competitive grant program in PBOT with associated funding to partially match funds paid by private property owners to build their local street. The level of public funds could be proportionate to the amount of community benefit the connection would provide beyond simply providing access to adjacent property owners.

Recommendation 2: Pursue implementation strategies to increase the likelihood that new street and pathway connections can be achieved through the development process.

- Work with the Bureau of Planning and Sustainability (BPS) to develop and recommend adoption of amendments to the Zoning Code to establish a minimum site size for developing single-family lots or multi-dwelling units and lots. A minimum lot size would help to provide better site design to increase livability for residents and compatibility with adjacent residential areas. It would also better facilitate providing street and pathway connectivity by providing

more area for accommodating design and layout of streets, buildings, stormwater management and other site requirements.

- Seek and allocate funding to pursue easement or dedication and pathway improvements, including lighting, for implementing select “future connection across existing private property” where there is low likelihood of them being dedicated through development and permitting and there is high connectivity value. For strong candidates, see Recommendation 2 for New Future Public Connections across Existing Private Property in Chapter 3 of this Plan.

Recommendation 3: Consider amendments to the Transportation System Development Charge (SDC) qualification criteria to allow a portion of SDC funds to be allocated to local street connections, in the development review process, LIDs or otherwise.

This could allow SDC funds to be used to cover the portion of construction cost beyond what can be reasonably required of private development under existing land use laws based on a nexus and proportionality test.

Recommendation 4: Seek funding to design and build improvements to Connection within Existing Right-of-Way, starting with the top priority tier.

Potential funding sources are summarized below. In some cases, likely eligible projects are listed. These are not exhaustive lists.

- **Metro Regional Flexible Fund Allocation (RFFA).** Regional flexible funds are federal monies used to finance local and regional transportation priorities in Clackamas, Multnomah and Washington counties. Every two years, the Metro Council and the Joint Policy Advisory Committee on Transportation select transportation programs and projects for federal flexible funds, which make up about four percent of the federal transportation investment in the region. These funds come from three federal grant programs:

the Surface Transportation Program, the Congestion Mitigation/Air Quality Program and the Transportation Alternatives Program. These programs allow greater discretion on how the monies are spent – hence the term “flexible” – which allows for greater focus on local priorities and innovative solutions to transportation challenges. <http://www.oregonmetro.gov/tools-partners/grants-and-resources/regional-flexible-funding>

- **Metro Nature in Neighborhoods capital grants.** These grants are funded by the voter-approved 2006 natural areas bond measure and support efforts to preserve or enhance natural features and habitats that will benefit communities now and for generations to come. While the grants fund only capital investments, a wide variety of projects can fit the bill such as property acquisition, integrating habitat in urban redevelopment projects, restoring a degraded stream, or helping your neighborhood become a place for people to interact with nature. Grant requests can range from \$50,000 up to \$750,000 with \$2.25 million available in the 2015 review cycle. <http://www.oregonmetro.gov/capitalgrants>
- **ODOT Statewide Transportation Improvement Program (STIP) Enhance Program.** The Enhance program receives 24 percent of the statewide funding programmed in the Statewide Transportation Improvement Program (STIP). These funds will be allocated to projects through a competitive grant application process. The list of Enhance projects to be included in the draft STIP will be determined by the Oregon Transportation Commission (OTC), based on recommendations from the Region 1 STIP Project Selection Committee, which includes representatives from local governments, public agencies and the citizenry.
 - **Eligible Types of Projects for STIP Enhance include:**
 - Bike/ped facilities on or off the highway right-of-way

- Development STIP (D-STIP): work on projects that will not be ready for construction or implementation within the four years of the STIP
 - Modernization projects
 - Transportation Enhancement
 - Projects eligible for Flexible Funds (bike/ped, transit and Transportation Demand Management projects, plans, programs and services)
 - Protective right-of-way purchases
 - Public Transportation (capital only, not operations)
 - Recreation trails
 - Safe Routes to School infrastructure projects
 - Scenic byways
 - Transportation Demand Management projects
- **Local Streets Program.** In FY 15-16, City Council budgeted \$1.1 million of General Fund ongoing revenue to focus on improving dirt and gravel streets. The Program is in the process of developing a demonstration project to improve dirt and gravel streets to a varying mix of standards (i.e. full standard, street by street standard) and make stormwater drainage improvements in conjunction with the Bureau of Environmental Services.

Specific options being explored are modified residential LIDs with a cap on the amount paid per property, a deferral option for the property owners where the contribution to the LID is not paid until the sale of the home in addition to cash payment options and incentivized financing options, and alternative contracting processes to keep overhead and administration costs low and potentially result in better bid prices.

- **Local Transportation Infrastructure Fee (LTIF).** As infill development continues on dirt and gravel and substandard streets, PBOT is developing a LTIF for several reasons. First, developers are able to externalize their costs onto property owners through Waivers of Remonstrance. Secondly, developers

want some amount of certainty regarding the costs for construction. Lastly, a shift to a fee based model will result in a revenue stream to be used to compliment the funds of the Local Streets Program and provide for improvements on substandard and dirt and gravel streets where none are made today.

- **Commercial LIDs and Requirements on Denser Development.** While the Local Streets Program and the LTIF focus on mainly single family residential areas, denser development (of 3 or more units) will continue to have development requirements for frontages in keeping with their impact. Some areas will also be developed commercially for sub-divisions of several houses with similar development requirements. Lastly, commercial construction and industrial development will continue to employ traditional LIDs for their development or to address issues related to those adjacent properties.
- **Transportation System Development Charge (SDC) funds.** Seek allocation of Transportation SDC funds as match to other funds for priority connection projects on streets that are eligible. To be eligible for use of Transportation SDC funds, a project must meet the minimum qualifications below. Then, the project must be adopted into the Transportation SDC funds Project List. Over the next two years, PBOT will be updating and reauthorizing its System Development Charge program. Within this project list, PBOT will explore the option of including the Local Streets Program in specific geographic areas. <https://www.portlandoregon.gov/transportation/46210>

Minimum Qualifications (“First Cut”) for Transportation SDC Funds: To identify the first pool of potential projects, the proposed project must be applied against the minimum criteria below.

1. Project includes a component that adds capacity to the transportation system.
2. Project is in the Transportation System Plan.

3. Project is on a public street classified above local service, except for City bikeways and City walkways, exclusive of regional traffic and regional transit ways.
4. Project is designed to serve additional population and or employment over the next 10 years.
5. Project is not a maintenance project.
6. Project is not for purchase of equipment or rolling stock, but may be for facilities supporting rolling stock/equipment.

- **BES 1% for Green Program grants.** This program supports construction of green street facilities in the City of Portland that manage stormwater, enhance livability, and provide other environmental benefits. (<http://www.portlandoregon.gov/bes/article/341452>).

The Division-Midway priority Connection Improvements in Existing Public Right-of-Way that are currently most likely to be eligible use of Transportation SDC funds include the following:

- **130's Neighborhood Greenway along SE 130th-129th-130th, Project ID 31.** The whole route is a City Walkway. SE 130th Ave is a Neighborhood Collector from Stark to Division.
- **4M Neighborhood Greenway along SE Market-130th-Mill, Project ID 30.** The route is a Neighborhood Collector, Community Transit Street, City Bikeway, and City Walkway.
- **SE 111th Ave (Yamhill-Main), Project ID 11.** This portion of the route is a City Walkway.
- Other projects may become eligible as street classifications in the TSP change in future updates or the criteria change.
- **Our Street Transportation Street User Fee or other funding source for maintenance and safety to be determined.** During the development of this Plan in 2014, PBOT engaged Portlanders in a conversation about a proposed street or transportation user fee. As of the time the Division-Midway Neighborhood Street Plan was completed, this effort was on hold. Track this effort here: <http://www.portlandoregon.gov/transportation/64188>

Planning Process



The Division-Midway Neighborhood Street Plan is the result of a planning process conducted by the Policy, Planning, and Projects Division in the Portland Bureau of Transportation (PBOT). The planning process began in July 2013 and was spread across four phases over the course of approximately one year. The planning process included a public outreach and engagement component with opportunities at each phase for community stakeholders to review materials and provide input to help shape development of this plan. Each phase informed the next phase of the planning process and ultimately the final recommendations. The four phases of the planning process are described in the following sections, along with the accompanying public outreach efforts and engagement events.

Community outreach and engagement occurred through several different avenues: a community tour of the area, two open houses, targeted outreach to non-English speaking residents and visits with other stakeholder groups. Two public houses were held at key stages in the planning process to provide the community with an opportunity to review project materials and give feedback on the street and pathway connections identified by staff for possible improvements. Both open houses were “self-guided” tours with opportunities for public input, supplemented by a presentation given by project staff.

This planning process was largely funded through a grant awarded by the Transportation and Growth Management (TGM) program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The TGM grant is financed, in part, by Moving Ahead for Program in the 21st Century (MAP-21), local governments and State of Oregon funds.

Working together with community stakeholders and technical City staff, the project team aspired to identify a plan that supports multi-modal travel, residential livability and the economic vitality of local commercial businesses within the study area. The project team consisted of PBOT staff, Bureau of Planning and Sustainability staff and the ODOT TGM grant manager.



Community members at the first Open House event



Family walking on shoulder with no sidewalk

Phase 1 - Project Kick-Off, Data Collection, and Review of Existing Policy and Conditions

This phase helped the project team lay the groundwork for the project. Key elements of this phase were to establish project goals and objectives stated in Chapter 1, develop a Community Outreach Plan, form the Project Working Group, develop a framework for conducting technical City staff review, and create a Baseline Conditions report. The kick-off event was a Neighborhood Ride, Roll and Stroll, to introduce the project to the community and gather input on existing needs. Some key tasks in this phase are described below.

Community Outreach Plan

A Community Outreach Plan was developed to guide community outreach and engagement throughout the planning process. It included a community profile, demographics and languages spoken in and around the study area. The Community Outreach Plan provided the framework for soliciting citizen participation and gathering input into the development of the plan. This included the formation and composition of the citizen stakeholder Project Working Group and the structure for hosting public meetings, providing guidance on potential venues, event announcements and notifications, language translation and interpretation services, and the targeting of existing groups in an effort to go out to where the community gathers rather than expecting them to come to us.

The Community Outreach Plan was tailored to the specific community composition in and near the Division-Midway Neighborhood Street Plan project area to meet Title VI, Civil Rights goals. The Community Outreach Plan identified community composition, environmental justice and social equity considerations, including concentration of

transportation disadvantaged communities and non-native English speaking populations and their native language. The Community Outreach Plan also identified outreach strategies specific to the study area and targeted communities, including community newspapers and other media outlets, community organizations, groups or congregations, meeting locations and contacts. Additional community stakeholders and organizations were identified and partnerships formed throughout the planning process.

To better incorporate the needs and interests of community members historically under-represented, the project team conducted targeted outreach in addition to the series of public open houses. This outreach included conducting a survey with an English as a Second Language (ESL) class at David Douglas High School. The project team held a series of language-based group interview sessions and a mini-open house with the assistance of interpreters at Lincoln Elementary School in partnership with Metropolitan Family Services (MFS) and Schools Uniting Neighborhoods (SUN).



Community members at the Neighborhood Ride, Roll, and Stroll Event

Assemble Project Working Group

To assist and advise the City in the development of the Division-Midway Neighborhood Street Plan, a Project Working Group (PWG) was formed. The PWG served as an advisory body to project staff, reviewing and commenting on the draft Street Plan elements. Several community groups were invited to appoint a representative to participate on the PWG. Starting in November 2013, the PWG met roughly every three months through August 2014.

Representatives from the following organizations were invited to participate on the Project Working Group:

- East Portland Action Plan
- East Portland Neighborhoods Association
- Powellhurst-Gilbert Neighborhood Association
- Mill Park Neighborhood Association
- Hazelwood Neighborhood Association
- Centennial Neighborhood Association
- Midway Business Association
- Division-Midway Alliance (Neighborhood Prosperity Initiative)
- Human Solutions
- Organizing People Activating Leaders (OPAL)
- Groundwork or Center for Intercultural Organizing (CIO)
- David Douglas School District School representative from within the project area
- Portland Commission on Disabilities
- Portland Pedestrian Advisory Committee or other pedestrian representative
- Portland Bicycle Advisory Committee or other bicycle representative

Conduct Technical City Review

The project team engaged a variety of technical City staff that have a stake in the recommendations and outcomes of this plan. However, a formal technical advisory group was not formed. The project memos and other materials were shared with PBOT staff in Development Services and the Residential Street Program that grew out of the Street By Street effort. Representatives were invited to attend the Division-Midway Project Management Team meeting to review and comment on materials. During Phase 3 and 4 of the planning process, the project team presented to the Street by Street review group to gather input on the 34 Connection Candidates proposed in existing public right-of-way. This group includes representatives from several City bureaus involved in the development review process.

Baseline Conditions Report

The purpose of this Baseline Conditions Report was to compile a range of existing conditions, existing policy and planned improvements to help inform the development of the Division-Midway Neighborhood Street Plan. The report included past plans and policy review, demographics, existing methods for improving local streets, planned improvements, and traffic and transportation system existing conditions data prepared by PBOT.

The report included a Neighborhood Destination and Access Urban Design Concept and Maps prepared by Urban Design staff in the Bureau of Planning and Sustainability. These are located in the Appendix. To learn more, refer to the Baseline Conditions Report and appendices available on the 'Documents' page of the project website.

Community Engagement

The goal of community engagement in this phase was to introduce the project to the community, form the Project Working Group and gather input on existing conditions and needs.

Neighborhood Ride, Roll, and Stroll

To kick off the project, community members were invited to join us for a Neighborhood Ride, Roll and Stroll on Sunday, October 13, 2013. This event was held in conjunction with the Midway Fall Festival hosted by the Division-Midway Alliance. The fair was on SE Division and 148th at the Dukes Bar and Grill and Key Bank parking lots. A booth was set up at the fair so local residents could stop by to learn about the project and provide early input about existing conditions and needs in the area. Several maps of existing conditions were on display and people were invited to draw on them and leave comments. Staff also led walks and bike rides from this location into the neighborhood to share observations.



Community members at the Neighborhood Ride, Roll, and Stroll Event

Input from Project Working Group

The first meeting of the Project Working Group was November 21, 2013 at the Human Solutions Community Room, 12350 SE Powell Blvd. The meeting began with introductions, an overview of the project and timeline and a discussion of PWG membership roles and responsibilities. The main purpose of the meeting was to introduce the draft Baseline Conditions Report and Draft Neighborhood Designations and Access Urban Design Concept Maps. Staff then provided opportunity for PWG members to review them, ask questions and provide input during and after the meeting. Staff shared the public comments received during the Neighborhood Ride, Roll and Stroll event and provided opportunity for members who also attended to share their experience and impressions.



Community members at the Ride, Roll, and Stroll event

Phase 2 - Identifying Needs, Opportunities & Constraints and Formulating Solutions

The purpose of this phase was to identify needs and constraints associated with increasing connectivity in the study area and potential opportunities or solutions to help address them. The opportunities included potential street and pathway connections solutions, or “Connection Candidates.” Selection and Project Prioritization Criteria were developed to evaluate the Connection Candidates during the next phase to help identify the most beneficial and feasible connections and set priorities for implementation.

Some key tasks in this phase are described below. To learn more, refer to the Needs, Opportunities and Constraints Memo and appendices available on the ‘Documents’ page of the project website.

Selection and Project Prioritization Criteria

Selection and project prioritization criteria were developed during the planning process to help evaluate the many candidate connections, identify the most beneficial and feasible connections and set priorities for implementation. The criteria were derived from the Project goal and objectives with input from the Project Working Group (Table 4). This evaluation of the connection candidates using the criteria occurred during the next phase in the planning process and helped lead to a recommended plan.

Facility Design Types Menu Report

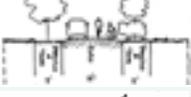
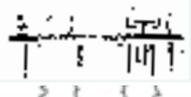
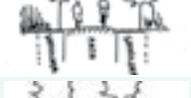
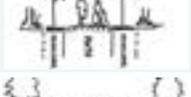
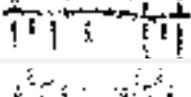
A Facility Design Type Menu was developed to provide a tool box menu of street and pathway designs for potential, new access connections within the Division-Midway Neighborhood Street Plan study area. The street and pathways designs vary due to factors such as type of access needed; the anticipated vehicles, bike or foot traffic volumes; and available or needed right-of-way width and existing conditions. The facility types are intended to help expand the available options to provide more flexible and context-sensitive facility design, in hopes of increasing the viability of more connections being built. The Facility Types Menu was meant to help fuel discussions about where and how new neighborhood access should occur in order to help people more easily get to work, shopping, school, transit and other destinations.

The Division-Midway Facility Design Types Menu summarizes the new ‘Street by Street’ Residential Street design options and other facility types, and describes where they may be applicable. The options (Table 5) include a two Separated Residential Curb-less Street options, a Shared Curb-less Street option and pedestrian and bicycle pathway and sidewalk only options. These facility design types allow for narrower cross-sections that may fit in space constrained areas and require less right-of-way dedication and lower construction costs. They also reserve room that may be allocated to other community uses in the public right-of-way. To learn more, refer to the Division-Midway Facility Design Types Menu available on the ‘Documents’ page of the project website.

Table 4 - Project Prioritization Criteria Table

	Criteria	Evaluation Score/ weight
1	Provides a more direct pedestrian/bicycle connection to transit stop(s) . Higher score if transit stop has high ridership, frequent service or served by multiple transit lines.	0 - 10 points
2	Provides a more direct connection to school(s), grocery store or other service(s), park(s) and/or open space . Higher score for connecting to multiple.	0 - 5 points
3	Provides a more direct connection to key Anchors/destinations along SE Division .	0 - 5 points
4	Connection or improvement is along a Neighborhood Greenway or Safe Route To School Route (built or planned).	0 - 10 points
5	Provides high connectivity benefit through one or more of the following: <ul style="list-style-type: none"> - Helps meet or come closer into compliance with regional and city connectivity policy for Streets (every 520 ft) or pedestrian connections (every 330 ft). - Completes a connection through a block that has been started but not quite finished. - Provides a completed connection through an area with severe lack of connectivity. 	0 - 5 points
6	Helps provide a pedestrian/bike route that is a low-volume and/or low-speed roadway and avoids routes with higher motor vehicle volumes. (Low volume defined by < 1000 ADT, even greater score if < 500 ADT). Or, reduces the need to cross busier arterials streets.	0 - 5 points
7	Serves a targeted underserved population, vulnerable users or area with a high Active Transportation Demand Score .	0 - 10 points
8	Has neighborhood and/or other stakeholder support .	0 - 5 points
9	Utilizes existing public right-of-way that is either partially or completely unimproved .	0 - 5 points
10	Has a high benefit value relative to any negative impacts . Provides improved access that outweighs negative impacts , or has impacts that can reasonably and efficiently be addressed/mitigated.	0 - 5 points
11	Has a high benefit value relative to the cost .	0 - 10 points
Total possible points		75

Table 5 - Facility Design Types Menu Table

Facility Type	Picture	Cross Section	Local Thru Motor Vehicle	Adjacent Motor Vehicle	Pedestrian	Bike	Emergency Response	Posted Speed Limit Threshold	Motor Vehicle Volume Threshold
Traditional Local Streets			•	•	•	•	•	20 or 25 mph	under 3,000 ADT
Separated Residential 'Curbless' Streets			•	•	•	•	•	20 or 25 mph	
Shared Residential 'Curbless' Streets			To a limited degree or None	•	•	•	•	15 mph	under 500 ADT
Low Impact Street			•	•	•	•	•		under 3,000 ADT
Shared Pedestrian and Bicycle Pathway					•	•	where needed	-	NA
Pedestrian Pathway					•				
Curbless Road with Extended Paved Shoulder			•	•	•	•	•		
Local Street with Bike Lane			•	•		•			over 3,000 ADT
Advisory Bike Lane			•	•		•	•		Not yet defined
Buffered Bike Lane			•	•		•	•		over 3,000 ADT
Neighborhood Greenway			•	•	•	•	•	20 mph	Typically under 1,000 ADT

“•” - Indicates which modes are served / accommodated by individual design types

Needs, Opportunities and Constraints

The purpose of identifying the needs, opportunities and constraints related to the local street system was to help shape and inform the development of the Division-Midway Neighborhood Street Plan. The following is a brief summary of the project opportunities, needs, and constraints. For a full review, refer to the Needs, Opportunities, and Constraints Memo available on the 'Documents' page of the project website. Project staff identified needs and deficiencies in the local street system, opportunities to potentially address them, as well as the challenges, constraints and barriers to implementation. The needs, opportunities and constraints assessment focused on the following:

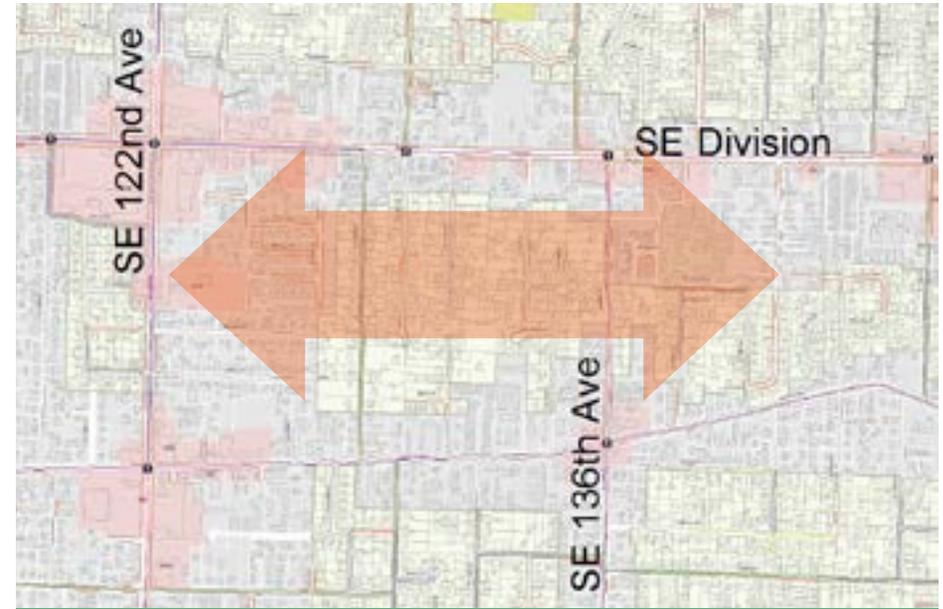
- local street system gaps and deficiencies hindering access to Main Street retail, transit, and neighborhood activity centers;
- deficiencies in pedestrian and bicycle infrastructure and connectivity;
- existing barriers in current practices including constraints relating to right-of-way acquisition, maintenance, preservation, cost of street improvements and financial burden on property owners, which limit the improvement of new local streets;
- need for new street and pathway connections, and application of new residential street options; and
- opportunities and constraints for addressing deficiencies in the local street system, including pedestrian and bicycle infrastructure.



Needs:

Establish a more connected grid of local streets: More connected local streets would provide people taking a short trip more opportunities to conveniently make the trip as a pedestrian or bicyclist, remain on local streets and reduce the need to travel on busy arterial streets. If many more of the local streets provided through access, traffic could be dispersed among more local streets.

East-west connection between SE Powell Blvd and SE Division: There is great need for an east-west connection between SE Powell Blvd and SE Division that parallels these streets within the Division-Midway study area. Currently, there is not a continuous street or pathway in this area. People traveling by all modes must route to either SE Powell or SE Division and back to reach destinations that may be just a block or two to the east or west.



Need for an E-W connection between SE Powell and SE Division

Street Design Standards: Despite the past street plans and on-going efforts to require new connections through the development process, the traditional means of improving local streets (as part of redevelopment or Local Improvement Districts) have failed to produce a connected network of accessible routes.

There is need for more low-cost street standards to increase the feasibility of private property owners to participate in a local improvement district (LID). Such street standards are also needed in the development review process to provide design flexibility and low cost street design options to increase the feasibility of implementing the needed connectivity described in the section above while also complying with land use laws.

Constraints:

Planning projects often face a number of constraints that shape recommended strategies or prove a hindrance to implementation of recommendations. Like most other plans, the Division-Midway faces several infrastructure, policy, and legal constraints:

Incremental implementation: It is difficult to establish new public streets within an existing neighborhood. It tends to happen incrementally over decades as development occurs. New streets and pathway connections across existing private property and sidewalk frontage improvements typically happen through the development review and permit process as private property-owner funded improvements. Opportunities to require dedications and improvements are dependent upon when individual properties come in for development.



Street needing improvements



Incomplete connection

Land Use Law Limitations: Land use law limits what can be required of private property owners through the development review process. This case law constrains, but does not eliminate, the ability for the City to require full street improvements through the development review process. However, as the amount of right-of-way square footage increases and the cost to construct traditional streets and stormwater management facilities increase, it becomes increasingly difficult to require full or half street improvements and demonstrate compliance with the limitations on exactions put in place by current land use law.

Pattern of development, lot size and dimensions: The pattern of development, lot size and dimensions in some parts of East Portland further complicate this. Challenging lot patterns include:

- long, narrow lots
- cul-de-sac streets or streets that dead-ends in front of one or more homes



Pattern of development - cul de sacs, dead ends



Pattern of development - long, narrow lots



Pattern of development - dead end, stub streets

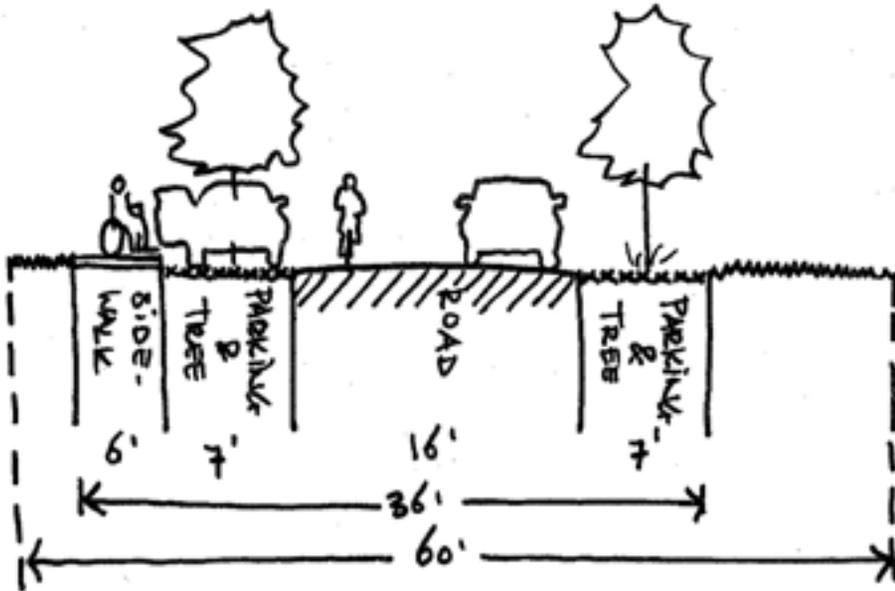
Opportunities:

The Division-Midway project is set against a dynamic planning and policy backdrop. Evolving policies and planning efforts could further advance the goals of this plan. These opportunities are outlined below.

Local Residential Street Design: Through the City's Street by Street (Out of the Mud) effort in 2012, the City established new practices to introduce more affordable, flexible and sustainable ways of improving and maintaining low traffic residential streets by allowing for partial improvements and alternatives roadway designs. They are now implemented through the City's Residential Streets program. www.portlandoregon.gov/transportation/58466

Community Uses in Public Right-of-Way: Mayor Hales, with support from the Portland Bureau of Transportation (PBOT) and Office of Neighborhood Involvement (ONI), is exploring community uses on gravel streets and determining the level of community support for various uses, including gardens, landscaping, gathering and play space, community information, and art installations.

In the fall of 2013, a Portland State University civic leadership class conducted early engagement activities, including door-to-door surveys and public meetings, in two neighborhoods with concentrations of unimproved streets. The class determined that there is significant support for community uses and some formal and informal improvements already exist.



Separated Residential street design type



Incomplete connection

Proposed Town Center Designation - SE 122nd Ave Division/Powell: Through the Portland Comprehensive Plan Update, a new 'Town Center' designation is being proposed at SE 122nd Ave and Division/Powell. This is in the center of the Division- Midway Neighborhood Street Plan study area. A Town Center designation would reinforce the need to be able to safely and conveniently walk and bike to and from, as well as within the future Town Center. It also presents opportunities. Redevelopment may become more likely within a future Town Center. This may bring a greater mix and density of services, jobs and residential opportunities to serve the adjacent neighborhoods. It may also spur more public investment in infrastructure and other development assistance to attract and incent private development to help realize the envisioned Town Center. As more redevelopment occurs at increased density, there will be more opportunities to require right-of-way dedications and street improvements to increase connectivity for all modes of travel.



Proposed town center designation on Powell / SE 122nd Ave / Division

Powell-Division Transit and Development Project: Metro is currently leading the Powell-Division Transit and Development Project. The Powell-Division corridor is identified as a priority corridor in the Metro Regional High Capacity Transit System Plan (2009). The Powell-Division Transit and Development Project is the next step in exploring what high capacity transit could be in this corridor connecting Gresham and downtown Portland. The project is in the early planning phase now. Project partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro. www.oregonmetro.gov/powelldivision

The Powell-Division corridor study area passes through the Division-Midway study area. It is very likely that the Division-Midway study area will be served by one or more future station areas to be identified by through the Powell-Division Transit and Development Project. The Division-Midway Neighborhood Street Plan may inform development of the Powell-Division Transit and Development Project and recommend connections that can improve access to transit in the corridor. The Powell-Division project could potentially present opportunities to fund future recommended connections.



Portion of the Powell-Division corridor study area

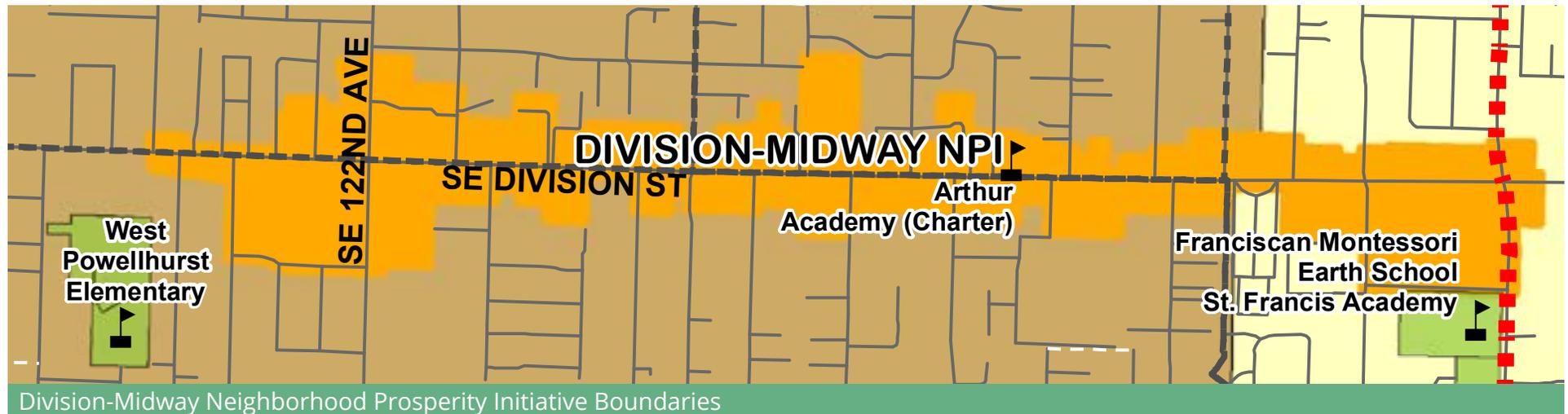
Division-Midway Neighborhood Prosperity Initiative (NPI): As part of the implementation of the Neighborhood Economic Development (NED) Strategy, the City of Portland and the Portland Development Commission have established the Neighborhood Prosperity Initiative (NPI). There are six NPI communities in Portland. The goal of the NPI is to strengthen the economic competitiveness of neighborhood business districts through community-planned and community-implemented actions and projects. Specifically, NPI areas focus on:

- Increasing the visibility of the business district
- Growing more jobs
- Strengthening existing businesses
- Filling vacant spaces

The Division-Midway Neighborhood Street Plan intends to capitalize on the momentum generated from these recent NPI-related efforts of area businesses, residents, property owners, and community groups. The proposed street plan could strengthen the NPI's economic development work by improving access to businesses along SE Division for local

residents. The project will help advance the NPI's vision of making the business district the center of community life for Southeast Portland.

The Division-Midway Neighborhood Street Plan study area surrounds the Division-Midway Neighborhood Prosperity Initiative (NPI) community and borders the Rosewood NPI, at the northeast corner of the study area. The Division-Midway NPI extends along Outer SE Division Street and adjacent blocks from 117th to 148th Avenue. The Rosewood NPI extends along SE Stark St and 160th Ave. It begins on SE Stark at 139th Ave and extends to the City Limits as SE 162nd Ave.



Connection Candidates

Numerous potential street or pathway connections, or “candidate connections” were identified as opportunities during the Needs Opportunities and Constraints phase of this project to address existing deficiencies in the local street system, including pedestrian and bicycle infrastructure. They are intended to supplement previously identified connection needs from past planning efforts. This plan is built around the idea that the two primary ways to increase connectivity is to make improvements to existing unimproved public right-of-way that are not easily traveled or establish new street or pathway connections through large or very long blocks. To meet this aim, this plan is focused on two main types of Connection Candidates:

- Improved Connections in Existing Public Right-of-Way
- New Public Connections across Existing Private Property

A map of Division-Midway Connection Candidates, including Potential Improved Connections in Existing Right-of-Way and Potential New Right-of-Way Connections across Existing Private Property, is located on the next page. More can be learned about these types of Connection Candidates below.

Potential Improved Connections in Existing Public Right-of-Way:

A key opportunity is identifying existing unimproved public rights-of-way that could be improved to provide connectivity benefit to the broader neighborhood for some or all modes of travel. Making more use of existing public right-of-way that is available now can be a more efficient use of resources and stewardship of the right-of-way. The project team looked for existing unpaved streets, informal dirt footpaths and gaps in the local street system for that could be improved to provide access to Main Street retail, transit, neighborhood activity centers, schools, parks and other local destinations. Some of these connection candidates could complement connection segments across existing private property to provide a future complete connection through one or multiple blocks.

Potential New Public Connections across Existing Private Property:

The other primary way to increase connectivity is to establish new street or pathway connections through large or very long blocks. This requires locating connections on what is currently private property.

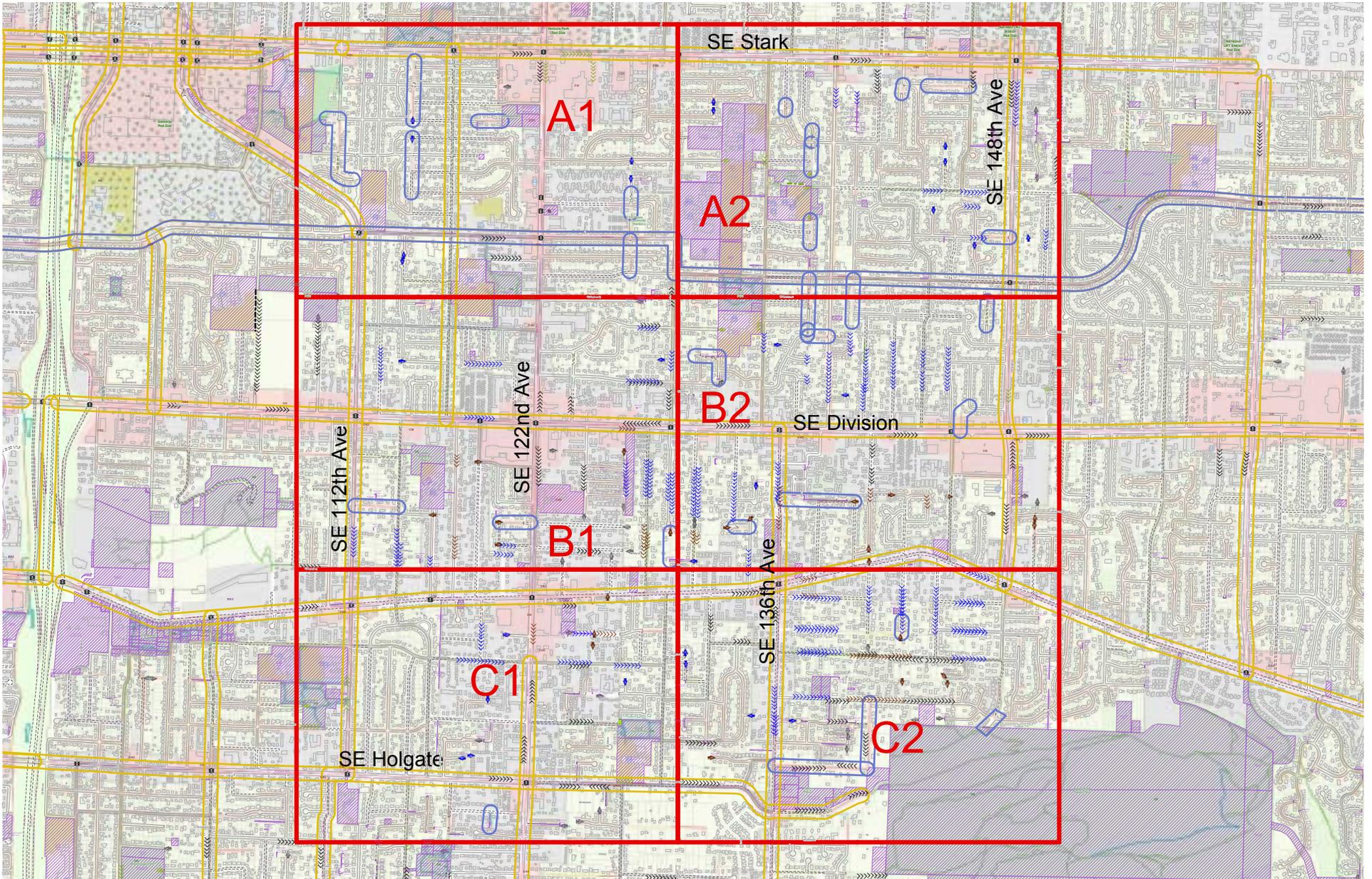
To be clear, this plan is not calling for the taking of private property. Rather, it is identifying locations that could provide better connectivity for area residents if conditions at that location were to change in the future. This most commonly happens at the time private property is redeveloped to higher densities or intensity of use through the City's development review process with a right-of-way dedication requirement. Another potential way for such connections to happen is if a property owner is willing to work with the City to voluntarily provide a public easement or property dedication.

The arrow and hatched line symbols used to display Potential New Public Connections across Existing Private Property are similar to the symbols used to map connections in the Far Southeast Master Street Plan (2001), which was subsequently adopted into the Portland Transportation System Plan. An explanation of these symbols and how to read them on the map is also provided in the Appendix.

The Division-Midway Neighborhood Street Plan project team reviewed the planned new connections across private property identified through the Far Southeast Master Street Plan (2001). The team subsequently reviewed the new connections recommended through the Outer Powell Boulevard Conceptual Design Plan Local Street & Accessway Report (2012). All of these planned connections are displayed on the Map of Division-Midway Connection Candidates.

The project team then analyzed the base map of connections to identify blocks within the study area that could benefit from additional connectivity to supplement what was previously planned. Effort was given to establish connections closer to meeting regional and local connectivity policy (street connection every 530 feet and pedestrian

Figure 4 - Connection Candidates



connection every 330 feet) and creating more of a connected grid. The team identified street stubs that could be extended to complete connections through blocks. The team also collected connections suggested by community members and other City staff. This effort was then supplemented by field visits to identify connection opportunities.

Community Engagement

The primary goal of community engagement in this phase was to share and gather input on the draft materials, especially the draft criteria and proposed Connection Candidates. The team wanted to learn where better local streets and pathways were most needed, supported and why. The team also wanted to learn if a connection was missing before the next phase evaluation of the Connection Candidates using the criteria.

Community feedback on the proposed Connection Candidates was solicited from the Project Working Group and from the broader public at the public open house. As a result of this input, a few new Connection Candidates were added to the map. None of the proposed connections were removed from the map. However, public opposition to a specific connection candidate resulted in low implementation prioritization for that candidate. Neighborhood and/or stakeholder support was one of the criteria for evaluating the connections. Therefore, connections with opposition received lower scores, while connections with greater support received higher scores and a better ranking.

Project Working Group Input

The second meeting of the Project Working Group was February 20, 2014 at the Human Solutions Community Room, 12350 SE Powell Blvd. The meeting began with project status update and share upcoming events. The main purpose of the meeting was to introduce the draft Selection and Project Prioritization Criteria, draft Facility Types Menu Toolbox and draft Needs, Opportunities and Constraints Memo, including the map of Connection Candidates. Staff then provided opportunity for PWG

members to review them, ask questions and provide input during and after the meeting.

Public Open House #1

The first open house for this project was held on Thursday, March 13, 2014 at David Douglas High School. Staff presented the Baseline Conditions and Needs, Opportunities and Constraints, including the proposed map of Candidate Connections.

The open house event was announced through a variety of channels. A flyer was sent by postal mail the first week of March to over 14,000 residents, businesses, tenants and property owners via postal carrier routes in and around the study area. Key information on the flyer was translated into Spanish, Russian and Vietnamese, including a number to call to request interpreters. However, no requests were received for interpretation. Additionally, an email announcement with a PDF of the flyer was sent the members of the Project Working Group, Office of Neighborhood Involvement, East Portland Action Plan staff and a list of interested individuals who signed up for project announcements, organizations and media outlets.



Community members gather for the March 13 Open House event

Eighty-eight members of the community attended, including four children, signed in to the event, and/or left their name on written comments. Thirty-nine written comments were submitted on provided comment cards. Additional comments were written directly onto the map boards with sticking notes at the event. Additional comments were submitted by email or phone. To learn more about this event and the public comments received, refer to the Summary of the March 13, 2014 Open House and appendices available on the 'Documents' page of the project website.

Surveys with David Douglas High School ESL Students

To incorporate the needs and interests of youth and immigrant communities, the project team worked with an English as a Second Language (ESL) class at David Douglas High School. The class was taught by ESL teacher Anne Downing. She also served as a representative on the Project Working Group. The project team visited her class once on February 21, 2014 and again in March 6. During the first visit, the team introduced themselves and the project, explored the use of maps and discussed how they navigate their neighborhood. The project team then led an exercise in which the students were to draw a mental map of

their daily travels. During the second class visit, project staff conducted a survey with the students about their experience and needs traveling around their homes and David Douglas High School. The students took the survey in English with project staff and each other. They were then encouraged to administer the survey in English or their primary language with a family member, neighbor they know or friend. Engaging the students and working with Anne Downing was very rewarding for project staff.

The project team was able to learn from the students about a few street and pathway connections that could be improved to make it easier for them to walk or bike. Many students reported that they took transit, walked and a few biked. A few students said they drove with their family to places. Some students said they do not currently walk or bike. Some of the reasons cited for not walking or biking included they did not have anywhere to walk to, they did not feel safe or secure to do so or they did not like to. There were students that liked to walk or bike. The students also shared what kind of improvements would make it better for them to walk or increase the chances that they would walk or bike if they do not currently do so. Better lighting on dark pathways and sidewalks on busy streets were common themes.



David Douglas High School ESL Class

Phase 3 - Develop, Evaluate, and Prioritize Local Street and Pathway Solutions

The purpose of this phase of the project was to further develop and evaluate a set of local street and pathway solutions that seek to improve connectivity and provide local access and a network for all modes. This set of solutions were evaluated to identify the most beneficial and feasible connections and recommend them as priorities for implementation. Ultimately, this technical, data-driven evaluation together with stakeholder feedback informed the development of the final recommendations of the Division-Midway Neighborhood Street Plan.

This phase included more development of the individual Connection Candidates with recommendations on potential travel modes served, facility design type and stormwater management. These recommendations are for further consideration during future implementation.

Evaluation and Prioritization of Connections

The main focus of the evaluation and prioritization was on the set of 34 Connection Candidates proposed in Existing Rights-of-Way. To identify the priority connection, each of the Connection Candidates proposed within Existing Right-of-Way were evaluated using the project prioritization criteria developed during the previous planning phase. The Connection Candidates were ranked based on their evaluation score. The Connection Candidates were then placed in three tiers; Tier 1, Tier 2, and Tier 3 in order of priority; Tier 1 being the highest priority for implementation.

As part of the prioritization process, the project team ensured that stakeholder feedback and public support were included in the dynamic score through the planning process until the final recommendations were determined. Neighborhood and/or stakeholder support was one

of the criteria for evaluating the connections. Therefore, connections with opposition received lower scores, while connections with greater support received higher scores and a better ranking.

The final priority tier lists and a set of maps displaying the Candidate Connections proposed within existing public Right-of-Way arranged into three priority tiers are located in the Recommendations Chapter in the beginning of this plan.

Potential Design Concepts for Connections

Visualization images were developed to show potential renderings of how local connections within the study area could be transformed. These are only concepts, not actual designs. They are illustrative of what may be possible. They are not intended to determine the design of any particular connection. They were meant to peak the imagination and spur conversation about what people do and don't want to see in their neighborhood. The design concepts appear on the following pages.

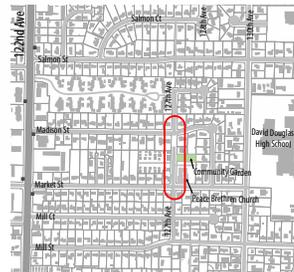


POTENTIAL DESIGN CONCEPT: 127TH & MADISON ST

PATHWAY CONNECTION THROUGH PUBLIC RIGHT-OF-WAY



CURRENT CONDITION



CONNECTION EVALUATION

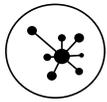
Location: Project 0, Map A1
PBOT Ranking: Tier 3 - Lower Priority

Conceptual Renderings

Division - Midway Neighborhood Street Plan

1

Figure 5 - Design Concept: 127th & Madison



POTENTIAL DESIGN CONCEPT: **WOODWARD BETWEEN 137TH - 140 AVE**

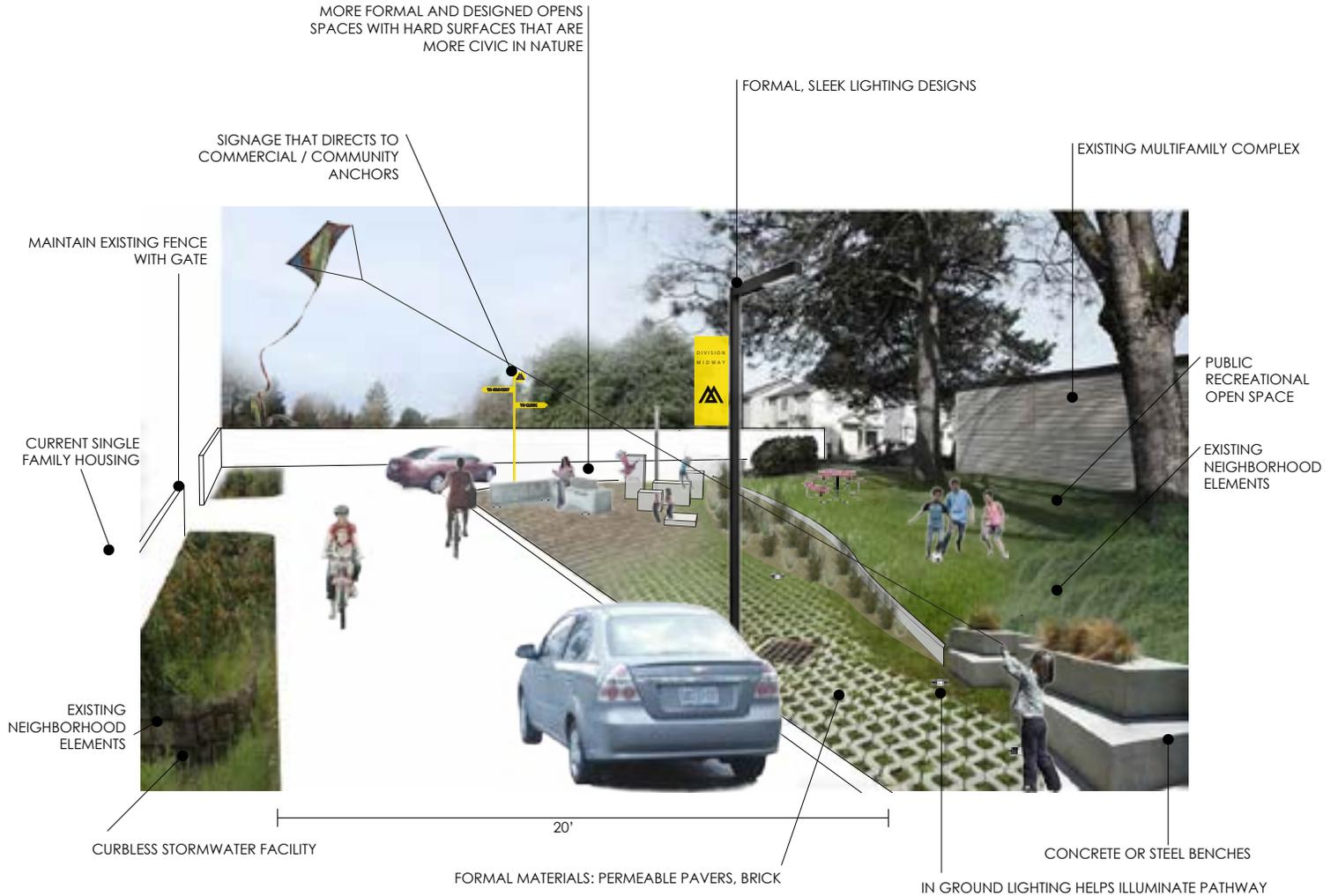
SHARED RESIDENTIAL CURBLESS STREET / REMOVE EXISTING FENCE

CURRENT CONDITION



CONNECTION EVALUATION

Location: Project 21, Map B2
PBOT Ranking: Tier 1 - Top Priority

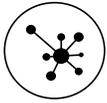


Conceptual Renderings

Division - Midway Neighborhood Street Plan

2

Figure 6 - Design Concept: Woodward between 137th and 140th



POTENTIAL DESIGN CONCEPT: **WOODWARD BETWEEN 137TH - 140 AVE**

SHARED RESIDENTIAL CURBLESS STREET / KEEP EXISTING FENCE

CURRENT CONDITION



CONNECTION EVALUATION

Location: Project 21, Map B2
PBOT Ranking: Tier 1 - Top Priority

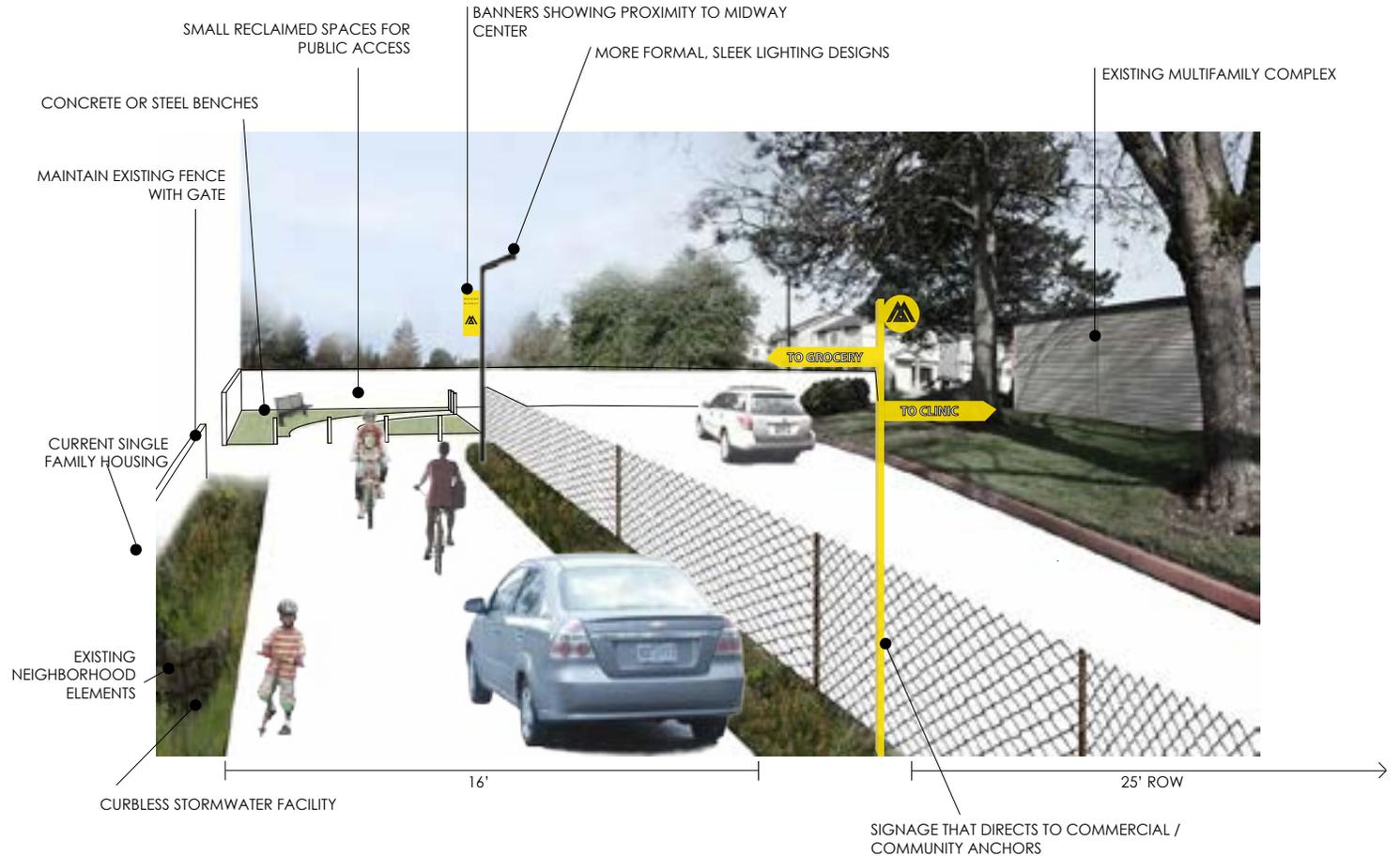


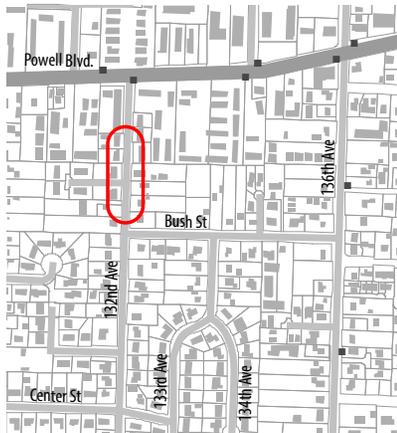
Figure 7 - Design Concept: Woodward between 137th and 140th - Keep Fence



POTENTIAL DESIGN CONCEPT: 132ND BETWEEN POWELL BLVD. AND BUSH ST.

SEPARATED RESIDENTIAL CURBLESS STREET

CURRENT CONDITION



CONNECTION EVALUATION

Location: Project 32, Map
PBOT Ranking: Tier 1 - Top Priority

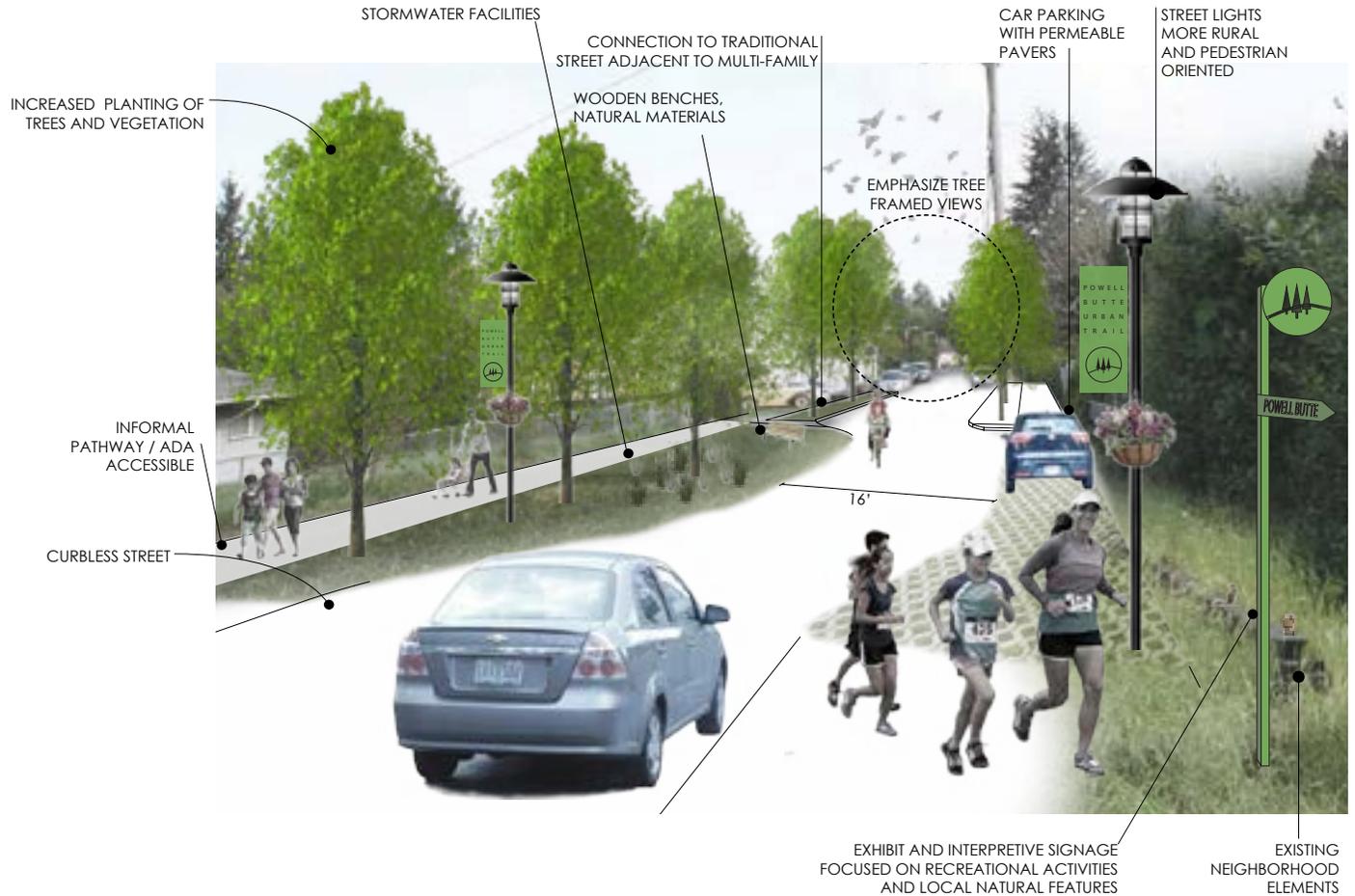


Figure 8 - Design Concept: 132nd between Powell and Bush

Community Engagement

The goal of community engagement in this phase was to get stakeholder feedback on the staff recommendations for street and pathway connections and ranked priorities. The stakeholder input informed the development of the final plan in the last phase of the planning process. The staff recommendations were presented to the Project Working Group, City technical staff and the general public for review and input through the Solutions and Project Prioritization Evaluation Memo and a summary of the recommendations at the first public open house.

Project Working Group Input

The third meeting of the Project Working Group was May 8, 2014 at the Division-Midway Alliance Office on SE Division and 122nd. The meeting began with project status update and share upcoming events. The main purpose of the meeting was to introduce the draft Solutions and Project Prioritization Evaluation Memo, including the three priority tiers of projects and maps of Connection Candidates. Staff then provided opportunity for PWG members to review them, ask questions and provide input during and after the meeting. At the conclusion of the meeting, there was general support for the staff recommendations and advancing them to the final public open house.

Public Open House #2

A second and final open house was held on June 5, 2014 at David Douglas High School. This open house was an opportunity for staff to present and receive public feedback on the candidate connection evaluation, recommended priority connections and proposed plan. More than 60 people attended the Open House. They provided input through comment cards as well as by a “vote by dot” exercise in which participants were able to show support for (or lack of) for individual connections and the overall plan using colored dots.

This open house was advertised through the same variety of channels as the first open house, including a mass mailing by U.S. Post Service carrier route. In addition, a half page advertisement for the project and open house invitation was purchased in the special issue of the

East Portland Neighborhood Association Newsletter. The invitation was translated into Spanish, Russian and Vietnamese. This issue was sent postal mail to almost every household in East Portland.

To learn more about this event and the public comments received, refer to the Summary of the June 5, 2014 Open House available on the ‘Documents’ page of the project website.



Community members look at the boards for the June 5 Open House event

Focused Outreach to Immigrant Communities

On Tuesday, May 27th 2014, at Lincoln Park Elementary School, the project team hosted a language-based outreach and engagement session in partnership with Metropolitan Family Services (MFS) and Schools Uniting Neighborhoods (SUN). Through a series of six non-English language-sessions with the support of community advocates and interpreters and an evening “all languages” open house, we provided opportunities for participants to get updated information on the development of the Plan and provide direct feedback on the recommended priorities through interpreters in Russian, Somali, Karen, Burmese, Nepali, and Spanish.

The outcomes of the session and open house provided not only an expanded understanding of the residents of the study area and their needs and concerns around transportation and street connectivity, it also laid the foundation for a more culturally and language appropriate relationship between PBOT, the Plan, and the community.



Immigrant community members gather for an open house work session at the Lincoln Park Elementary School



Immigrant community members gather for an open house work session at the Lincoln Park Elementary School

Phase 4 – Final Plan Refinement and Implementation Strategy

The final phase of the planning process was focused on refining the proposed solutions into plan recommendations, integrating technical and community stakeholder feedback and developing a final plan. In addition, the project team explored potential implementation strategies and funding sources for achieving the plan recommendations for improving connections. The project team met with the Street by Street review group and other technical staff to share the recommended connections and gather input on feasibility, design and implementation considerations and implementation strategies.

More focused community engagement was conducted in this phase to continue gathering input on development of a final plan, as summarized below. A Community Outreach Report was completed to document a summary of the outreach efforts during the planning process for developing the Division-Midway Neighborhood Street Plan. The outcomes of this phase was the Division-Midway Neighborhood street Plan proposed to City Council for their adoption.

Community Engagement

Additional Community Groups Visited

April Bertelsen, the Project Manager, attended various existing community group meetings in order to go to where the people are at instead of asking them to come to us. Staff presented an overview presentation and gathered input on the proposals. The project manager attended meetings for the following groups:

- Pedestrian Advisory Committee (June 17, 2014)
- Mill Park Neighborhood Association (June 24, 2014)
- Portland Commission on Disabilities (PCoD) – Accessibility in the Built Environment Subcommittee (September 9, 2013 and August 11, 2014)

Project Working Group Input

The fourth meeting of the Project Working Group was September 18, 2014 at the Division-Midway Alliance Office on Se Division and 122nd Ave. The project team provided the June 5 Open House Summary Report, Community Outreach Report, draft Division-Midway Neighborhood Street Plan to the PWG for their review in advance of the meeting. The main purpose of the meeting was to review the draft final plan and collect feedback and recommended edits from the PWG. The PWG generally endorsed the draft Division-Midway Neighborhood Street Plan with edits at their September 18, 2014 meeting. Many of the edits recommended by the PWG were incorporated into the final plan recommended for adoption by City Council.



Appendix

Explanation of How to Read and Use the Map of Connections



How To Use and Read this Map. This map displayed the following information with specific symbols, each described below:

New potential right-of-way connections across private property that are for further consideration through the Division-Midway Neighborhood Street Plan process. They would be required as a part of future development or may be considered as candidate for implementation with public funds.

The symbol for these New potential planned connections through blocks include:

Blue Arrows ; for where the future connection point is certain, but the alignment to that point is uncertain.

- Blue arrow ; with an "S" is for Street connections.
- Blue arrow ; with a "P" is for Pedestrian/Bicycle only connections.
- Blue hatch marks in a line >>>>> for where the future connection point and alignment are both uncertain. The alignment and connection point will be determined at the time of development.

- All are the color Blue.
- The label "S" for Street connections.
- The label "P" for Pedestrian/Bicycle only connections.

The intent is that a future street or pathway will connect through a block from somewhere along one hatch mark to somewhere along the hatch mark on the other side of the block, or specifically to an existing street where there is an arrow pointing.

Potential improvements to connections in existing rights-of-way which are currently unimproved or partially improved. These improvements may be required as a part of future development or may be considered as candidate for implementation with public funds. These improvements may be further considered for prioritization during the Division-Midway Neighborhood Street Plan process. Some of these improvements may already be in the Transportation System Plan (TSP) as priority system improvement projects.

The symbol for these potential improvements to connections include:

 Blue halo or circle around the existing right-of-way for where improvements could be made. There may be a label providing more info. Examples of unimproved or partially improved connections: paved street with no sidewalks, gravel street, dirt foot path.

Example of a highlighted existing TSP project: SE 112th Ave TSP Project 80001.

Previously planned and adopted right-of-way connections across private property for future streets or pedestrian/bike only paths, to be required as a part of future development. They were identified during the Far Southeast Master Street Plan (2001) and adopted into the Transportation System Plan (see TSP Map 11.11.7 on Chapter 2 - Page 133).

The symbol for these previously planned connections through blocks include:

Black or Green Arrows ; ; for where the future connection point is certain, but the alignment to that point is uncertain.

- Black with an ; **"S"** is for Street connections.
- Green with a ; **"P"** is for Pedestrian/Bicycle only connections.

Hatch marks in a line >>>> for where the future connection point and alignment are both uncertain. The alignment and connection point will be determined at the time of development.

- Black >>>> is for Street connections.
- Green >>>> is for Pedestrian/Bicycle only connections.

Previously recommended right-of-way connections across private property for future streets or pedestrian/bike only paths, to be required as a part of future development. They were identified during the Outer Powell Conceptual Design Plan (2012).

They are recommended for adoption into the Transportation System Plan (TSP) during the TSP plan update currently underway. The symbol for previously recommended connections through blocks include: Brown Arrows ; ; for where the future connection point is certain, but the alignment to that point is uncertain.

- Brown arrow ; ; with an **"S"** is for Street connections.
- Brown arrow ; ; with a **"P"** is for Pedestrian/Bicycle only connections.

Brown hatch marks in a line >>>> for where the future connection point and alignment are both uncertain. The alignment and connection point will be determined at the time of development.

- All are the color **Brown**.
- The label **"S"** for Street connections.
- The label **"P"** for Pedestrian/Bicycle only connections.

Appendix

Maps of Recommended Connections: connection improvements in existing right-of-way and new future public connections across existing private property

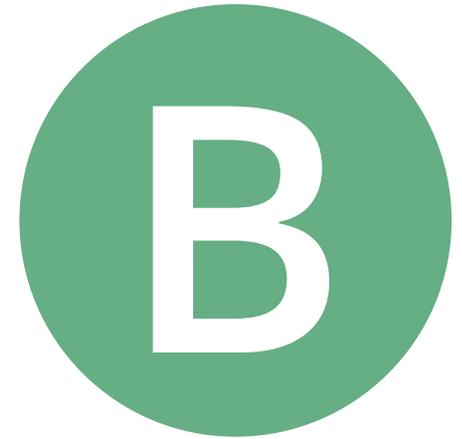
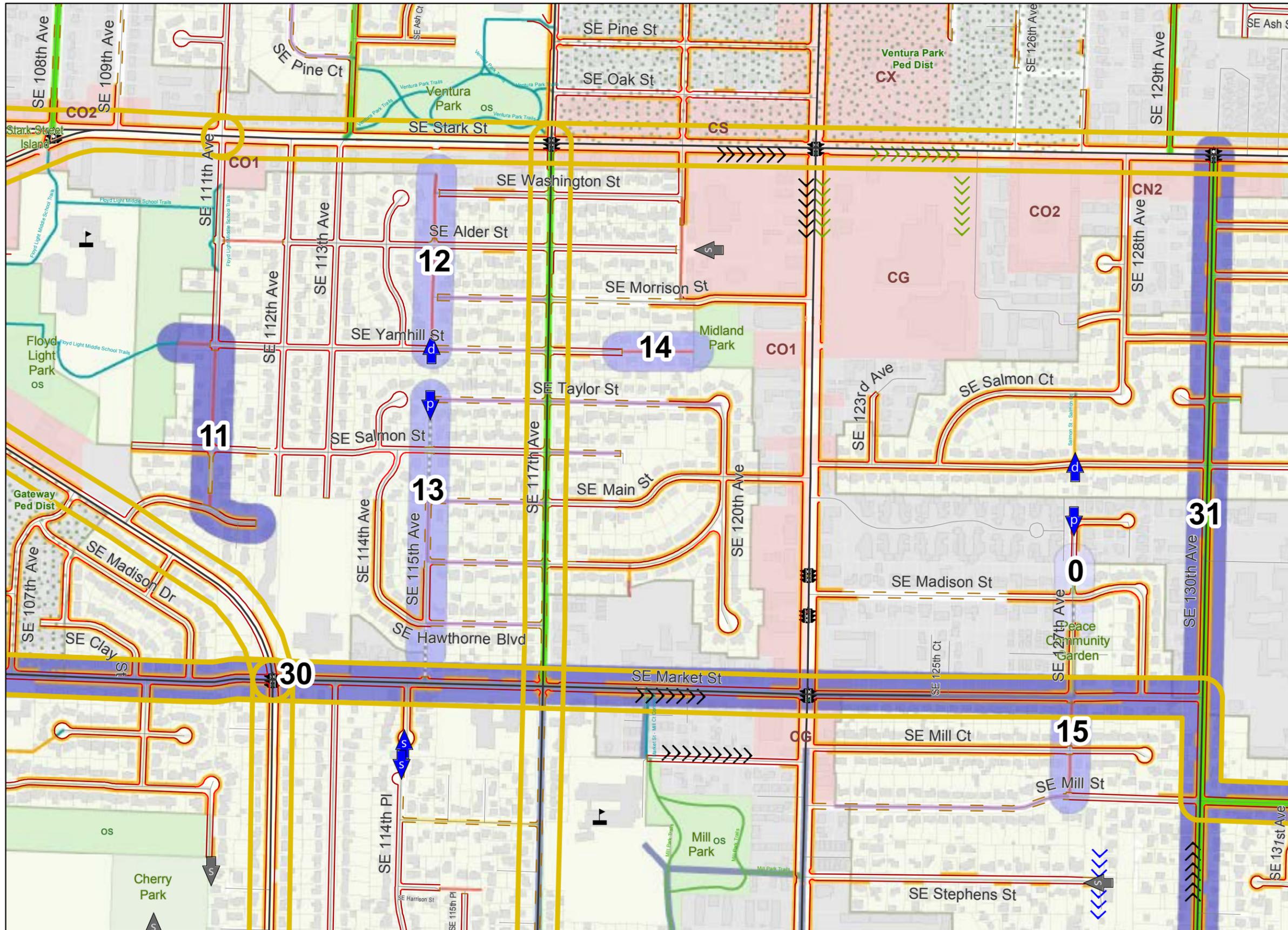


Fig 9: Division-Midway Connections Map A1

A1



Division-Midway Neighborhood Street Plan Recommended Connections

Connections across Private Property for Far SE Portland Master Street Plan

- Connection Points and Alignment TBD
- Division-Midway Connection
 - Previous Adopted Street Connection
 - Previous Adopted Ped/Bike Connection
 - Outer Powell Blvd. Plan Connection

Connection Points Certain and Alignment TBD

- Division-Midway Connection
- Pedestrian/Bicycle Street
 - Street
- Previously Adopted
- Pedestrian/Bicycle Street
 - Street
- Outer Powell Blvd. Plan Connection
- Pedestrian/Bicycle Street
 - Street

Connections in Existing Public Right-of-Way in Prioritized Tiers

- Tier 1 - Top Priority
- Tier 2 - Medium Priority
- Tier 3 - Lower Priority

Safe Routes to School

- SR2S Pathways
- Neighborhood Greenways (Plan/Existing)
- Adopted TSP Projects
- Sidewalks & Improved Corners

Street surface by Maintenance Authority

- Adjacent property owner
- Paved without curb
 - Paved with curb
 - Unpaved
 - Right-of-way only (no street)
- City of Portland
- Paved without curb
 - Paved with curb

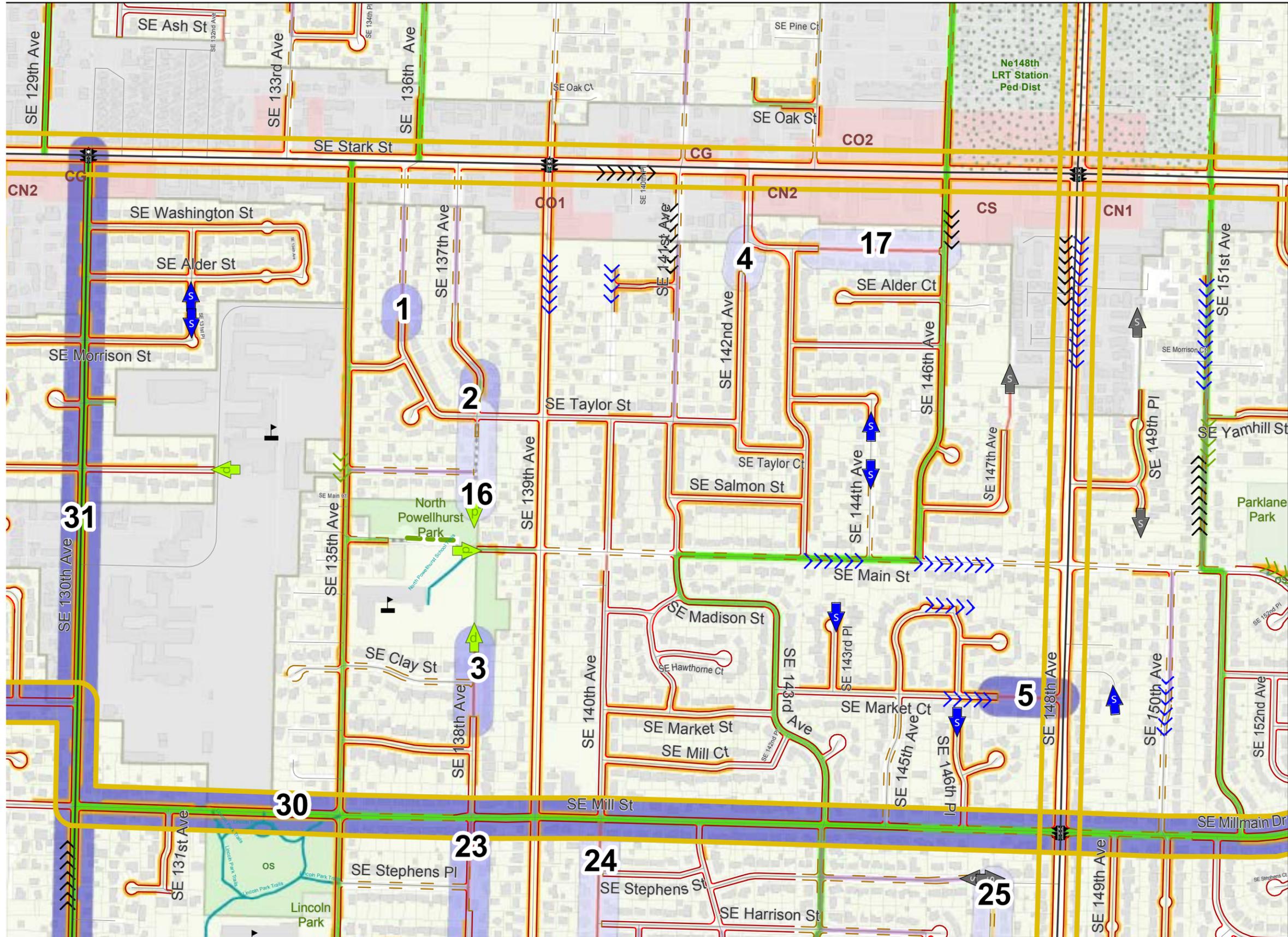
Zoning Designations

- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- Taxlots in R5, R7, R10, or R20 zone
- Taxlots not in R5, R7, R10, or R20
- Building Footprints
- City of Portland Parks



Fig 10: Division-Midway Connections Map A2

A2



Division-Midway Neighborhood Street Plan Recommended Connections

Connections across Private Property for Far SE Portland Master Street Plan

- Connection Points and Alignment TBD
- Division-Midway Connection
 - Previous Adopted Street Connection
 - Previous Adopted Ped/Bike Connection
 - Outer Powell Blvd. Plan Connection

Connection Points Certain and Alignment TBD

- Division-Midway Connection
- Pedestrian/Bicycle Street
- Previously Adopted
- Pedestrian/Bicycle Street
- Outer Powell Blvd. Plan Connection
- Pedestrian/Bicycle Street

Connections in Existing Public Right-of-Way in Prioritized Tiers

- Tier 1 - Top Priority
- Tier 2 - Medium Priority
- Tier 3 - Lower Priority
- Neighborhood Greenways (Plan/Existing)
- Adopted TSP Projects
- Sidewalks & Improved Corners

Street surface by Maintenance Authority

- Adjacent property owner
- Paved without curb
 - Paved with curb
 - Unpaved
 - Right-of-way only (no street)
- City of Portland
- Paved without curb
 - Paved with curb

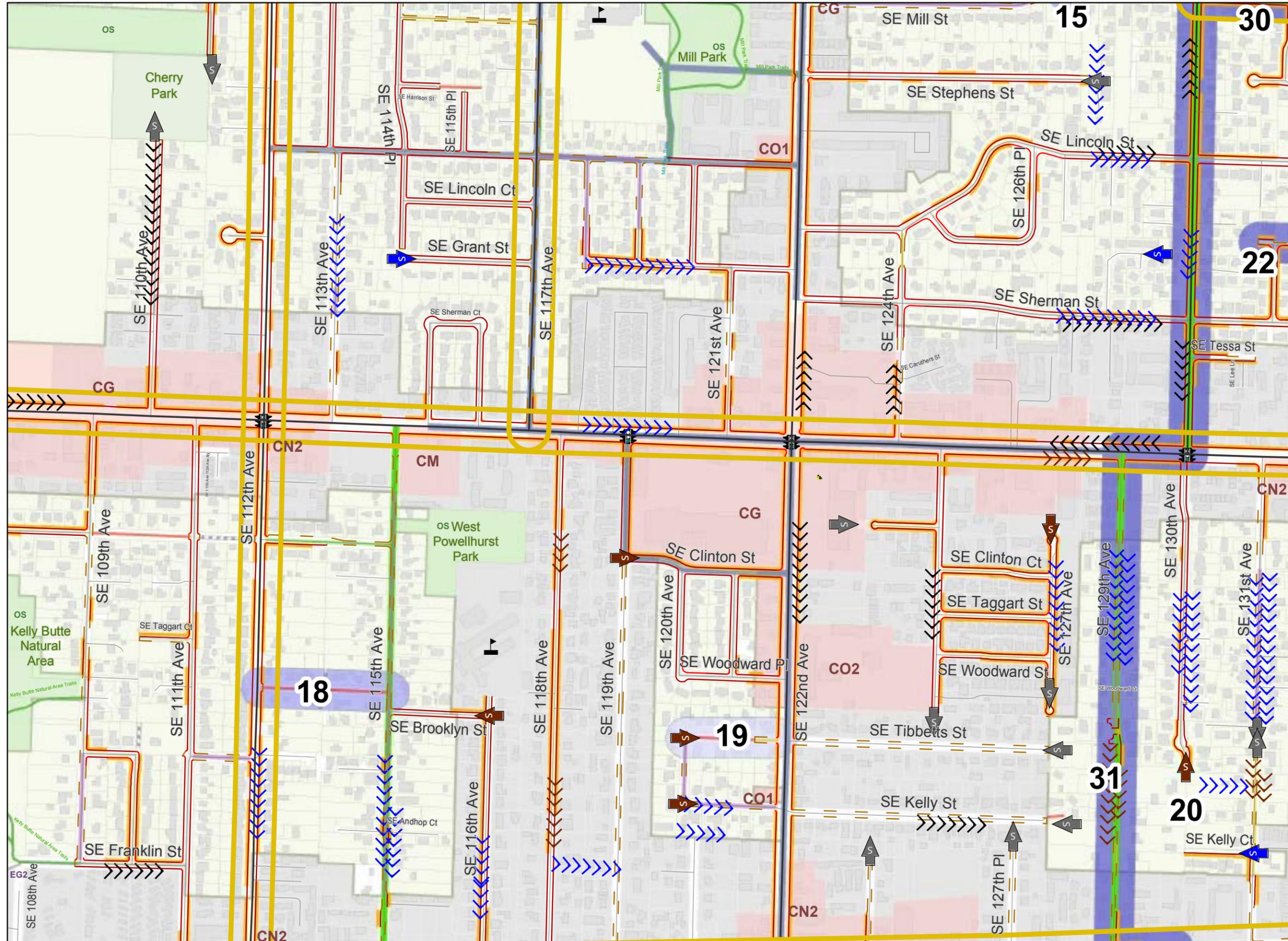
Zoning Designations

- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- Taxlots in R5, R7, R10, or R20 zone
- Taxlots not in R5, R7, R10, or R20
- Building Footprints
- City of Portland Parks



Fig 11: Division-Midway Connections Map B1

B1



Division-Midway Neighborhood Street Plan Recommended Connections

Connections across Private Property for Far SE Portland Master Street Plan

Connection Points and Alignment TBD

- Division-Midway Connection
- Previous Adopted Street Connection
- Previous Adopted Ped/Bike Connection
- Outer Powell Blvd. Plan Connection

Connection Points Certain and Alignment TBD

- Division-Midway Connection
 - Pedestrian/Bicycle
 - Street
- Previously Adopted
 - Pedestrian/Bicycle
 - Street
- Outer Powell Blvd. Plan Connection
 - Pedestrian/Bicycle
 - Street

Connections in Existing Public Right-of-Way in Prioritized Tiers

- Tier 1 - Top Priority
- Tier 2 - Medium Priority
- Tier 3 - Lower Priority

Safe Routes to School

- SR2S Pathways
- Neighborhood Greenways (Plan/Existing)
- Adopted TSP Projects
- Sidewalks & Improved Corners

Street surface by Maintenance Authority

- Adjacent property owner
- Paved without curb
 - Paved with curb
 - Unpaved
 - Right-of-way only (no street)

City of Portland

- Paved without curb
- Paved with curb

Zoning Designations

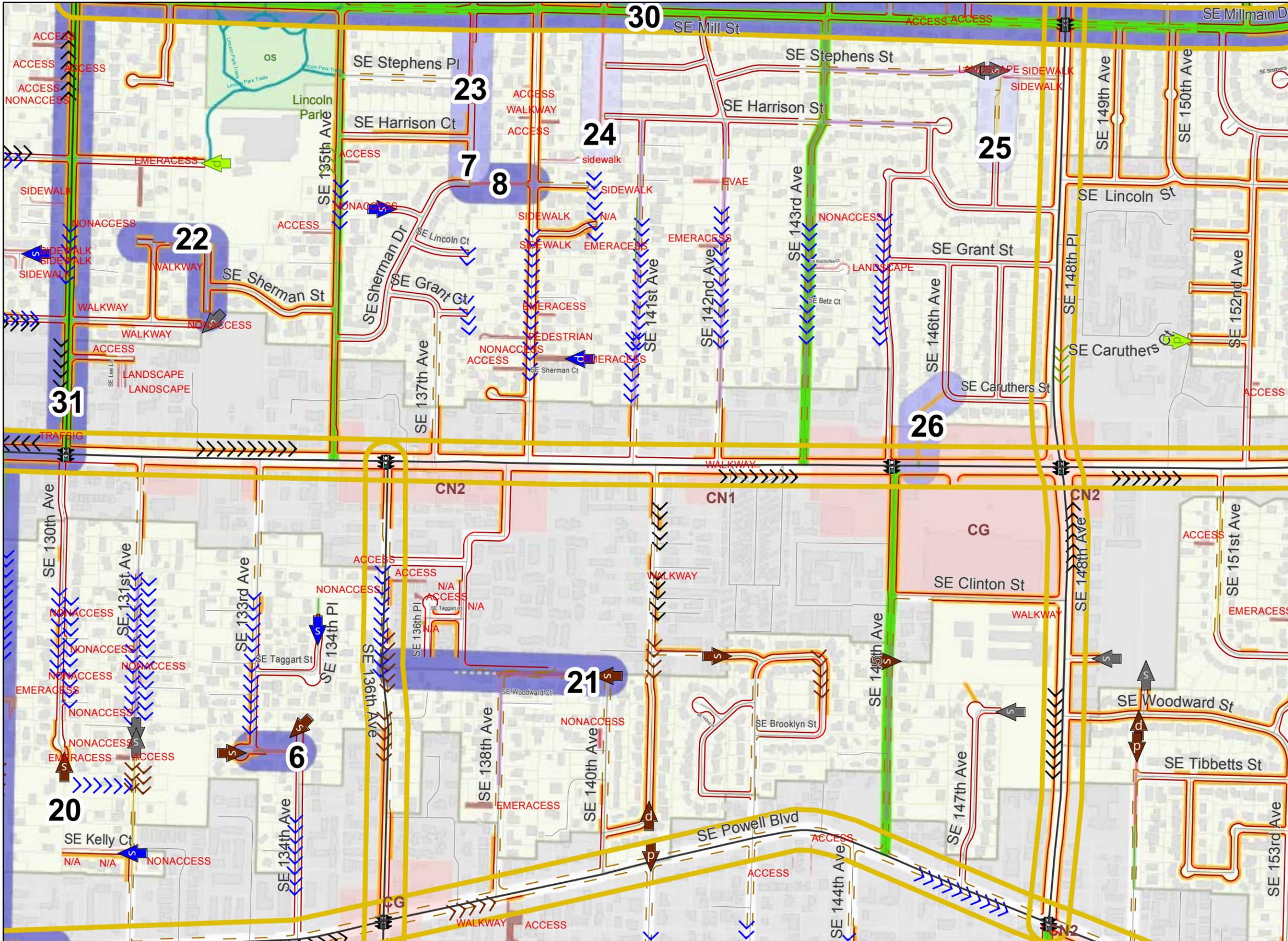
- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- Taxlots in R5, R7, R10, or R20 zone
- Taxlots not in R5, R7, R10, or R20
- Building Footprints
- City of Portland Parks

0 500 Feet



Fig 12: Division-Midway Connections Map B2

B2



Division-Midway Neighborhood Street Plan Recommended Connections

- Connections across Private Property for Far SE Portland Master Street Plan Connection Points and Alignment TBD**
- ▶▶▶ Division-Midway Connection
 - ▶▶▶ Previous Adopted Street Connection
 - ▶▶▶ Previous Adopted Ped/Bike Connection
 - ▶▶▶ Outer Powell Blvd. Plan Connection

- Connection Points Certain and Alignment TBD**
- Division-Midway Connection**
- ▶ Pedestrian/Bicycle
 - ▶ Street
- Previously Adopted**
- ▶ Pedestrian/Bicycle
 - ▶ Street
- Outer Powell Blvd. Plan Connection**
- ▶ Pedestrian/Bicycle
 - ▶ Street

- Connections in Existing Public Right-of-Way in Prioritized Tiers**
- Tier 1 - Top Priority (5)
 - Tier 2 - Medium Priority (3)
 - Tier 3 - Lower Priority (2)
 - Neighborhood Greenways (Plan/Existing)
 - Adopted TSP Projects (4)
 - Sidewalks & Improved Corners

- Street surface by Maintenance Authority**
- Adjacent property owner**
- Paved without curb
 - Paved with curb
 - Unpaved
 - Right-of-way only (no street)
- City of Portland**
- Paved without curb
 - Paved with curb

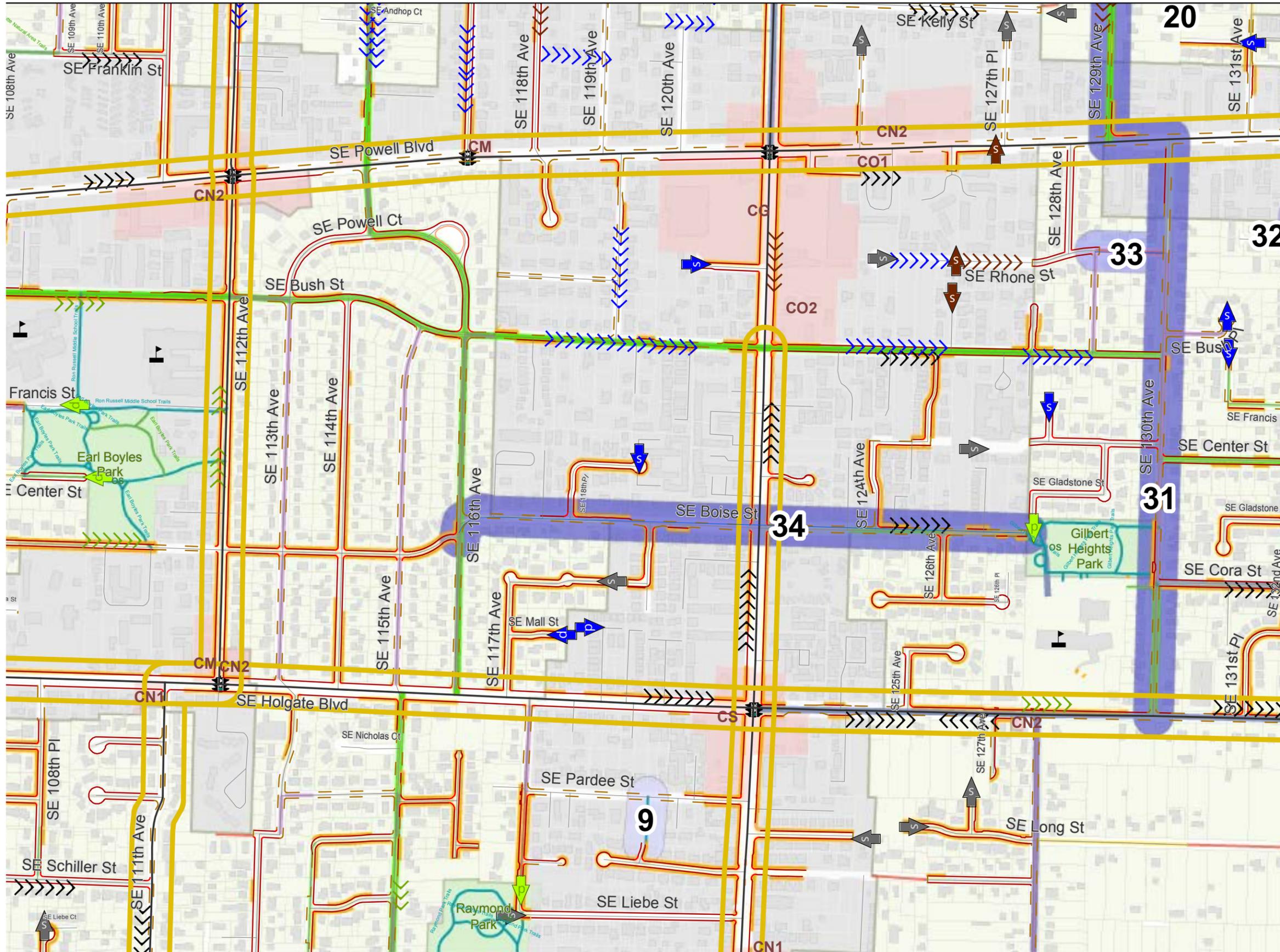
- Public Real Estate Interests/ Easements**
- 0 (1)
 - 6120 - access (38)
 - 6130 - nonaccess (14)

- Zoning Designations**
- All Commercial (CG, CM, CN1, CN2, CS)
 - OS
 - Taxlots in R5, R7, R10, or R20 zone (1,237)
 - Taxlots not in R5, R7, R10, or R20 (1,694)
 - Building Footprints (2,133)
 - City of Portland Parks (1)



Fig 13: Division-Midway Connections Map C1

C1



Division-Midway Neighborhood Street Plan Recommended Connections

Connections across Private Property for Far SE Portland Master Street Plan

- Connection Points and Alignment TBD
- Blue double arrow: Division-Midway Connection
 - Black double arrow: Previous Adopted Street Connection
 - Green double arrow: Previous Adopted Ped/Bike Connection
 - Orange double arrow: Outer Powell Blvd. Plan Connection

Connection Points Certain and Alignment TBD

- Division-Midway Connection
- Blue arrow with 'S': Pedestrian/Bicycle Street
- Previously Adopted
- Green arrow with 'S': Pedestrian/Bicycle Street
- Outer Powell Blvd. Plan Connection
- Orange arrow with 'S': Pedestrian/Bicycle Street

Connections in Existing Public Right-of-Way in Prioritized Tiers

- Dark blue box: Tier 1 - Top Priority
- Medium blue box: Tier 2 - Medium Priority
- Light blue box: Tier 3 - Lower Priority

- #### Safe Routes to School
- Blue line: SR2S Pathways
 - Green line: Neighborhood Greenways (Plan/Existing)
 - Yellow line: Adopted TSP Projects
 - Orange line: Sidewalks & Improved Corners

Street surface by Maintenance Authority

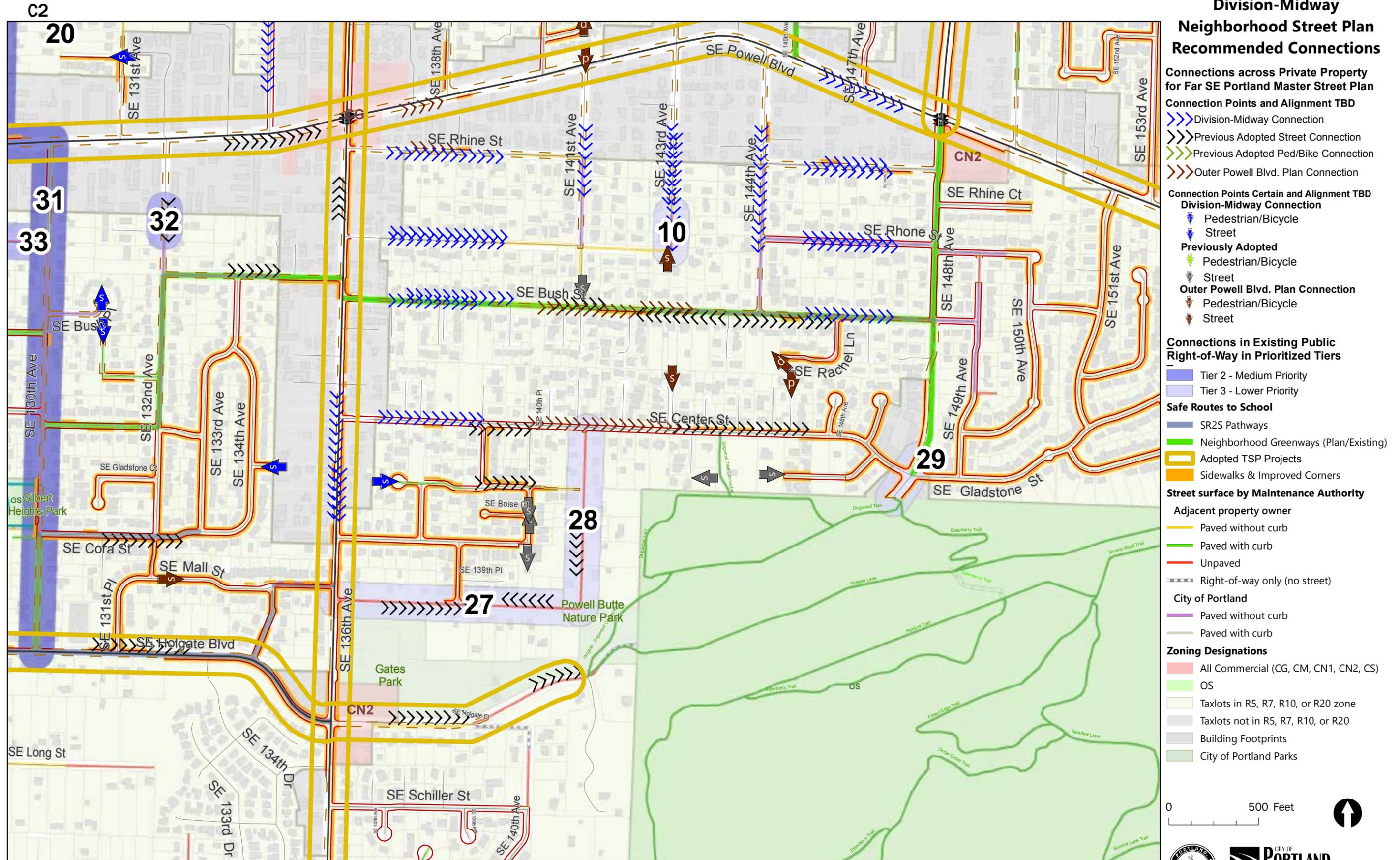
- Adjacent property owner
- Yellow line: Paved without curb
 - Green line: Paved with curb
 - Red line: Unpaved
- City of Portland
- Purple line: Paved without curb
 - Grey line: Paved with curb

Zoning Designations

- Red box: All Commercial (CG, CM, CN1, CN2, CS)
- Light green box: OS
- Light grey box: Taxlots in R5, R7, R10, or R20 zone
- Dark grey box: Taxlots not in R5, R7, R10, or R20
- Black box: Building Footprints
- Dark green box: City of Portland Parks



Fig 14: Division-Midway Connections Map C2



Division-Midway Neighborhood Street Plan Recommended Connections

Connections across Private Property for Far SE Portland Master Street Plan
Connection Points and Alignment TBD

- Division-Midway Connection
- Previous Adopted Street Connection
- Previous Adopted Ped/Bike Connection
- Outer Powell Blvd. Plan Connection

Connection Points Certain and Alignment TBD
Division-Midway Connection

- Pedestrian/Bicycle Street

Previously Adopted

- Pedestrian/Bicycle Street

Outer Powell Blvd. Plan Connection

- Pedestrian/Bicycle Street

Connections in Existing Public Right-of-Way in Prioritized Tiers

- Tier 2 - Medium Priority
- Tier 3 - Lower Priority

Safe Routes to School

- SR2S Pathways
- Neighborhood Greenways (Plan/Existing)
- Adopted TSP Projects
- Sidewalks & Improved Corners

Street surface by Maintenance Authority

Adjacent property owner

- Paved without curb
- Paved with curb
- Unpaved
- Right-of-way only (no street)

City of Portland

- Paved without curb
- Paved with curb

Zoning Designations

- All Commercial (CG, CM, CN1, CN2, CS)
- OS
- Taxlots in R5, R7, R10, or R20 zone
- Taxlots not in R5, R7, R10, or R20
- Building Footprints
- City of Portland Parks

0 500 Feet



Appendix

Table of Priority Connections with Additional Considerations for Implementation



Three Tiers of Priorities

	Project Extent	Project ID	Map	Tier	Total Points	Modes Served	Potential Scope and Facility Types	Key Benefits	Centerline Length (ft)	TSP Classifications Above "Local"	Other Designations	Future Considerations	In Current TSP?	BES Stormwater Viability	BES Notes
1	130's Neighborhood Greenway along SE 130th--129th-130th	31	A1-B1-C1	1	49	Ped/Bike	Add sidewalks, especially between Holgate-Powell and Division-Stark, to complement funded Bikeway Neighborhood Greenway improvements. Maintain existing traffic diverter between SE Division and Powell.	Provides great thru connection and access to many schools, parks, commercial streets, transit and SE Division.	12300	Whole length is a City Walkway. SE 130th Ave is a Neighborhood Collector from Stark to Division.	Safe Route to School		No	Low to High (depending)	Length of overall segment is likely too long. Some segments may be good candidates but require targeted study and analysis
2	SE Boise (116th - 128th)	34	C1	1	42	Ped	Add sidewalk.	Connects to multiple schools, parks, multi-family housing, seniors.	1000		Safe Route to School		No	High	Sumped stormwater system, partial curb and sidewalk in some segments may make the designation of a street-by-street separated street relatively easy.
3	4M Neighborhood Greenway along SE Market-130th-Mill	30	A1-A2	1	41	Ped/Bike	Add Sidewalks and Bikeway Neighborhood Greenway improvements.	Provides great thru connection and access to many schools, parks, commercial streets and transit.	12300	Neighborhood Collector, Community Transit Street, City Bikeway, City Walkway.	Safe Route to School		Partially	Low to High (depending)	Length of overall segment is likely too long. Some segments may be good candidates but require targeted study and analysis
4	SE 111th Ave (Yamhill-Main & Yamhill (110th-11th))	11	A1	1	35	Part All Modes. Part Ped/Bike.	Consider shared roadway with restricted vehicle access at one end -or- Add Ped/Bike pathway and lighting on 111th (Salmon-Yamhill). Pathway or Shared Street on SE Yamhill. The rest Traditional Street and sidewalk.	Connects to school, park community center, transit. Designated City Walkway in TSP.	1000	City Walkway			No	High	A Path Only alternative (or sharred street) for the segment between Salmon and Yamhill would be easily supported. It appears that inlet and sump exist as approvable discharge at Yamhill and 111th.
5	SE Grant (131st - 132nd) and SE 132nd	22	B2	1	34	All modes. Or consider Part All Modes and Part Ped/Bike.	Consider maintaining existing restricted motor vehicle access and connecting Ped/bike path thru. Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Connects to school and park. Provides a connection through large block lacking connectivity.	200			Current residents do not favor making this route a through access for motor vehicles. There is a preference for making this a through access for pedestrians and cyclists only.	No	Medium	Existing sump in street may provide allowable discharge point, but slope and ROW configuration may make it very difficult to achieve.
6	SE Woodward (136th - 140th)	21	B2	1	33	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Shared Street with Ped/Bike Pathway only at the west end connecting to 137th Ave. Consider Community Uses.	Provides a connection and alternative route between Division and Powell where there is a severe lack of connectivity.	650				No	Low	variable slopes and lack of discharge points may make development problematic. Existing sump on SE 138th may make partial redevelopment along existing Woodward Street possible.
7	SE Market Ct. (146th to 148th)	5	A2	1	31	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider semi-diversion curb extension to restrict motor vehicle access in at 148th Ave. Or consider full diversion and allow only ped/bike through access.	Provides a connection in and out of the neighborhood to 148th, where through connections are lacking.	325			This connection was important to at least one member of our Vietnamese speaking immigrant community.	No	High	Short segment with several homes fronting on SE Market Court; Existing inlets and sumps at intersection of 148th and Market make this viable from a stormwater standpoint.
8	SE Brooklyn Ct (133rd - 134th)	6	B2	1	31	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider traffic calming. Include lighting.	Provides connectivity between Division and Powell where there is a severe lack of connectivity.	220			This connection was important to multiple members of our Karen and Burmese speaking immigrant community.	No	Low	Brooklyn Court slopes away from approvable discharge, so would require new sump or lengthy extension to sump approx. 300 hundred feet south.
9	SE Sherman Dr (138th - 139th)	8	B2	1	31	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider traffic calming.	Connects to school and park. Provides a connection through large block lacking connectivity.	300				No	High	Street drainage to existing inlets and sumps on SE 139th Ave. Existing partial sidewalk on north side of SE Lincoln (to the west) may make a separated street a simple solution.
10	138th & SE Sherman	7	B2	2	30	Combined with 23		Connects to schools and parks. Provides completed paved connections for two large blocks lacking connectivity.	110				No	Combined with 23	

Ranked List in Priority Tiers of Connections Proposed in Existing Public Right-of-Way

Project Extent	Project ID	Map	Tier	Total Points	Modes Served	Potential Scope and Facility Types	Key Benefits	Centerline Length (ft)	TSP Classifications Above "Local"	Other Designations	Future Considerations	In Current TSP?	BES Stormwater Viability	BES Notes
11 SE Division to 146th/ Caruthers Pathway	26	B2	2	30	Pedestrian	Build concrete Sidewalk. Add pedestrian scale lighting.	Provides a good pedestrian connection to commercial services on SE Division, including a grocery store and avoids the need to walk on streets without sidewalks or busy arterials.					No	High	Excellent opportunity for pervious paving to fully manage stormwater.
12 SE 132nd (South of Powell, north of Bush)	32	C2	2	29	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk. Consider traffic calming.	Improves connection to SE Powell, transit and services. Alternative route to busy streets. In area with severe lack of connectivity.					No	Low to Medium	132nd already paved to some extent; may be difficult to clearly delineate boundary. No approvable discharge point; would require new sump.
13 SE 127th (Mill - Market)	15	A1	2	28	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides a connection through large block lacking connectivity for pedestrians and bikes off of SE Market.	475				No	High	Four inlets available at low point on SE Mill Court and available right of way space for conveyance and treatment. If sump on Mill are sized to accept impervious area, this is excellent candidate for a shared street.
14 SE 138th (SE Mill to Hawthorne)	3	A2	2	27	All Modes	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Connects to School and Park	350				No	Medium to High	Sumps and inlets available on the west edge of SE 138th at Clay and Market. Street drains to sumps. East edge of 138th may have some challenges to connect to existing sumps, or may need new sumps. Extension of one, or both sidewalks as a separated street is possible.
15 SE 136th (Stark-Taylor)	1	A2	2	27	All modes. Or consider Part All Modes and Part Ped/Bike.	Maintain existing restricted motor vehicle access. Only provide ped/bike through access. Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides a good pedestrian connection to schools and parks and avoids the need to walk on streets without sidewalks.	100				No	High	very short segment of road (only 2 to 4 homes) with nearby inlets and sumps to the south on 136th Ave. North of segment is already similar to shared street; south of segment is traditional. Either may function well.
16 SE Rhone (129th -130th)	33	C1	2	27	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.		350				No	Medium	Wide ROW and slope to east make this a very viable candidate. Lack of approvable discharge nearby would require a new sump.
17 SE 138th & SE Taylor	2	A2	2	27	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider maintaining existing restricted motor vehicle access and connecting Ped/bike path through access.	Combines with #16 to connect to schools and parks. Provides a good connection through large block lacking connectivity for pedestrians and bikes off of SE 139th	160				No	Medium	Difficult to tell, but slope may not allow drainage to approvalbe discharge. Inlets and sumps on 137th and SE 139 @ SE Taylor may allow this to work with minimal effort. Further investigation needed.
18 SE 138th (Sherman - Mill)	23	B2/A2	2	27	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Connects to schools and parks. Provides completed paved connections for two large blocks lacking connectivity.	475				No	Medium	Slope and existing inlet and sumps make redevelopment possible if sized to handle new impervious area. Variable ROW width and no infrastructure along east edge of 138th may be a challenge.
19 SE 115th (Stark-Yamhill)	12	A1	2	26	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a more complete connect to SE Stark, parks and schools for blocks lacking connectivity.	1000				No	Med to High	SE 118nd; 1) From SE Stark to SE Washington, the narrow right-of-way and steep slop may limit facility location, but ADU 427 in Stark may be acceptable approvable discharge point. 2) From SE Washington to SE Alder does not have a nearby approvable disposal point, so it may be difficult without a new sump. 3) From SE Alder to SE Morrison may drain to ADU 434, which if it has capacity may be adequate as a discharge point. 4) SE Morrison to SE Yamhill appears steep but with possible approvable discharge point in SE Yamhill.

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	Project Extent	Project ID	Map	Tier	Total Points	Modes Served	Potential Scope and Facility Types	Key Benefits	Centerline Length (ft)	TSP Classifications Above "Local"	Other Designations	Future Considerations	In Current TSP?	BES Stormwater Viability	BES Notes
20	SE 115th (Taylor-Maket)	13	A1	2	26	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a more complete connect to SE Market and schools for moderately large blocks lacking connectivity off of 117th arterial.	850				No	Low to Medium	1) Segment between SE Taylor and SE Main appears to be good candidate with multiple disposal points, adequate slope for drainage and adequate ROW width. LID may difficult with no houses directly fronting streets and general disrepair of homes directly adjacent to streets.
21	SE Yamhill (118th-119th)	14	A1	2	26	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path connecting thru to Park path.	Provides a more complete connection to school, park, and library. Provides a connection through large block lacking connectivity.	375				No	Low	Shared street may work due to narrow ROW width. Lack of approvable discharge point and narrow ROW may be prohibitive. A piped connection between this segment and sump at 117th may be possible, but cost would be high.
22	SE Brooklyn (112th to 115th)	18	B1	2	26	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Improves connections to school and park. Provides a connection through large block lacking connectivity and alternative to arterial.	650				No	High	Existing partial curb/sidewalk (east end), existing inlets and sumps makes this an excellent candidate.
23	SE 142nd & Washington	4	A2	3	25	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a more complete and improved connection for moderately sized block lacking connectivity.	150				No	Medium	Narrow pinch point of ROW may create issues with having enough space for surface vegetated facilities. No approvalbe discharge point nearby; would require new sump and pre-treatment facilities.
24	SE 138th (Taylor-Main)	16	A2	3	24	Pedestrian	Consider pedestrian facility woven through mature trees to minimize impact to trees. Add pedestrian scale lighting.	Provides off-street pedestrian connction to a park and schools.	425				No	High	Pervious concrete would be a simple alternative and not require any additional stormwater considerations. If pervious concrete is not possible, drainage and nearby sumps appear adequate to provide treatment and disposal.
25	SE 140th (Harrison to Mill)	24	B2/A2	3	23	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides an improved connection for moderately sized block lacking connectivity.	650				No	Med	Slope of road appears flat with multiple drainage areas; may make it difficult to locate a single, approvable disposal point. No nearby sumps or inlets, so new UIC's will be required.
26	SE 147th (SE Stephens to Lincoln)	25	B2/A2	3	23	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides completed sidewalk connections for blocks lacking connectivity off of SE 148th.	385				No	Low	Assuming that additional ROW would be aquired for street and stormwater requirements, area appears to be quite flat and no nearby approval disposal point. May require multiple UIC's to manage runoff depending on transporatoin solutions.
27	SE Mall (136th -141st)	27	C2	3	22	All Modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk.	Improves connection to SR2S route along SE Mall west of SE 136th. Improves access to transit on SE 136th Ave.	1375				No	Low	Long segment with multiple drainage areas would require multiple UIC disposal points Existing inlet and sump on SE 138th may be sized to provide some capacity on SE Mall west of 138th.
28	SE Washington (143rd-146th)	17	A2	3	20	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides an improved connection for moderately sized block lacking paved connectivity.	620				No	Medium to High	Two drainage areas would require multiple disposal points. Width of existing ROW, an existing inlet and sump on the west end of study area, and potential connection to inlet and sump on SE 146th may make the difference between medium and high viability.

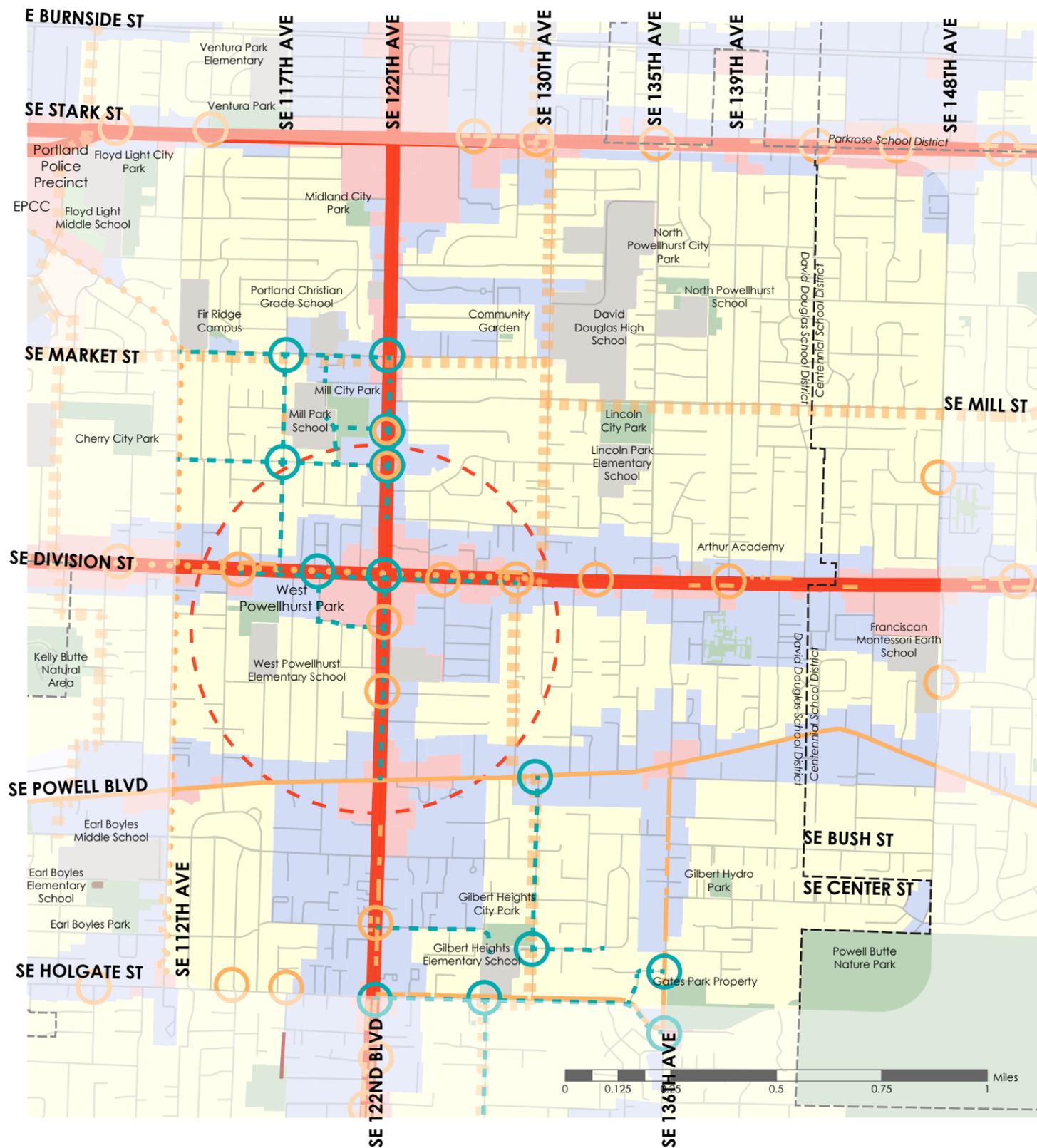
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29	SE 120th Ave (Pardee to Schiller)	9	C1	3	20	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides a modest connection improvement to Raymond Park and SE Holgate.	220				No	Low	With additional ROW, may be medium to high viability. Narrow right of way, very flat road may make sloping for proper drainage very difficult. Existing inlet and sump at SE Schiller St may be possible disposal point, increasing the viability.
30	SE 143rd at SE Rhone	10	C2	3	20	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk. Consider restricted motor vehicle access and connecting Ped/bike path thru for part.	Provides connectivity between SE Powell to SE 136th in an area of low connectivity.	200				No	Low	Short segment of road with no approvable disposal point nearby. Would require new sump which may silt up quickly without similar improvements on SE Rhone to prevent silting of sump.
31	SE Tibbetts (120th to SE 122nd)	19	B1	3	19	All modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk or Shared Street.	Provides paved road and pedestrian connection for block lacking connectivity off of arterial SE 122nd	400			This connection was important to at least one member of our Vietnamese speaking immigrant community.	No	High	Adequate ROW, consistent slope and existing inlet and sump at SE 122nd may provide capacity needed for new impervious area. Slight regrading near intersection may be required to get drainage into inlets.
32	SE 141st (Center to Mall)	28	C2	3	19	All Modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk.	Provides improved connection to Gates Park and between SE Gladstone and SE Mall .	1000				No	Low	Existing sidewalks make this more of a needed paving project than a candidate for street by street. There are no nearby approvable discharge points that are accessible; a new sump would be required.
33	SE 148th at Gladstone St (to Powell Butte) and add sidewalks from Powell - Gladstone St	29	C2	3	11	All Modes.	Traditional Street and sidewalk, or consider Curbless Street with Separated Sidewalk.	Supplements an existing connection to Powell Butte.	300				No	Medium	Consistent slope (although a bit steep south of SE Cora Ct) and a relatively wide right of way provide room for different alternative designs. The lack of nearby disposal point will require multiple inlets and sumps due to overall length of 3-block segment.
34	SE 127th (Market-Madison)	0	A1	3	19	All modes. Or consider Part All Modes and Part Ped/Bike.	Traditional Street and sidewalk. Or consider restricted motor vehicle access at one end and connecting Ped/bike only path thru past barrier. Add pedestrian scale lighting. Use Crime Prevention Through Environmental Design (CPTED) guidelines.	Provides improved pedestrian and bike connection between SE Madison and SE Market	400			There is considerable opposition from current nearby residents on Madison St. Thus it is placed at the bottom of the list. This connection will provide more connectivity benefit once a pathway through the block to the north is improved. Prior to further implementation, meet with property owners. Explore designs that help address resident concerns related to crime and traffic safety. Consider including a Crime Prevention Through Environmental Design (CPTED) specialist from ONI and representative from Portland Police.	No	Low	Significant encroachment on ROW by adjacent neighbors would make redevelopment difficult; new greenstreets are already provided as part of new development on 127th; if they don't have enough capacity to treat additional square footage of paving, it may be costly to expand or provide new green infrastructure or tie into existing facilities.

Appendix

Neighborhood Destination and Access Urban Design Concept Maps





Midway Town Center



Outer SE Division Corridor



Safe Routes to School



East Portland in Motion



LEGEND

- Centers
- Corridors
- SR2S Recommended Enhanced Crossings
- SR2S Recommended Pathways
- EPIM Recommended Crossings
- EPIM Recommended Sidewalks
- EPIM Recommended Neighborhood Greenways
- EPIM Recommended Bikelanes
- Park
- School
- Commercial
- Multifamily Residential
- Single Family Residential

There have been a number of plans led by the East Portland community over the past several years. Members of the East Portland Action Plan (EPAP) and other emerging leaders have been actively articulating community assets and needs. Following are a sampling of some plans and potential implementation steps to strengthen conditions in the Division Midway area.

The Comprehensive Plan- Centers & Corridors

The longer term citywide Comprehensive Plan was initially driven by community desires and has been running alongside other planning efforts. The twenty year plan is recommending that the Division Midway area be a major center with improved infrastructure and community amenities. Along with this, specific corridors, such as Division and Stark will serve additional community needs, such as more full service and international grocery stores, housing options and higher transit service.

Safe Routes to School (SR2S)

Portland Safe Routes to School is a partnership with the City of Portland, schools, neighborhoods, community organizations and agencies that advocates for and implements programs that make walking and biking to school easier and safer. SR2S has recommended a series of pathways and enhanced street crossings along critical streets and intersections to improve connections to local schools.

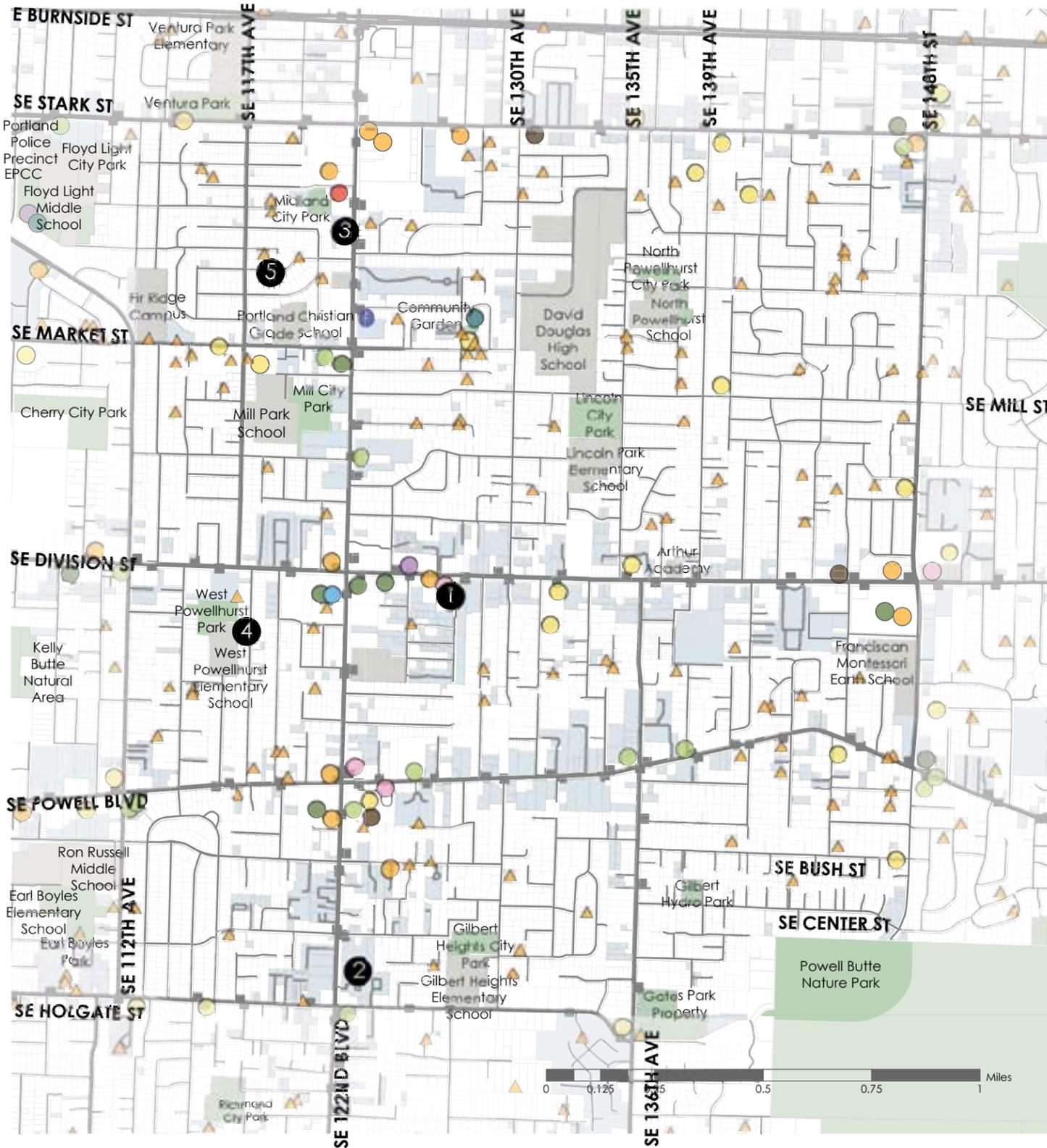
East Portland in Motion (EPIM)

East Portland in Motion is a five-year implementation strategy for active transportation projects and programs east of 82nd Avenue. Active transportation is daily travel powered by human energy. EPIM targets several project areas based in part through community support, transportation equity, accessibility, connectivity, and leverage of funding methods in order to focus on engineering, infrastructure, and education improvements to promote safer walking and bicycling. Through EPIM, a series of street crossings, sidewalks, greenways, and bikelanes have been recommended to create better connections for an active transportation network.

Powell Division High Capacity Transit Project

Metro is leading planning efforts to determine the route of a new high capacity transit line. This faster transit line will run from the southeast side of the Willamette river terminating in Gresham. It is likely that the route will run along a combination of SE Division and SE Powell.

COMMUNITY ANCHORS



- Convenience Stores
- Laundromats
- Park/Natural Area
- School
- Multi-Family Housing
- Grocery
- F H P Emergency Services (Hospitals, Firestations, Police)
- Post Office
- Health or Social Services
- Banks, ATM's, Check Cashing Services
- Library
- Community/Recreation Center or Gym
- Places of Worship
- Bus Stops
- ▲ Long Term Care Facilities

- 1  Multnomah County Health Clinic
- 2  Leander Court Multi-Family Housing Complex
- 3  Midland Library
- 4  West Powellhurst Elementary
- 5  Peace Brethren Open Space

The project area has a variety of community anchors located throughout it. Anchors are places of importance and include destinations that people frequent regularly. They are places where people receive services or are places where people gather. Many of these anchors are along the busiest streets, while key sites like schools and parks are located inside these blocks, often surrounded by single family homes.

There are a lot of larger multi family apartment complexes in the project area. They are community anchors in and of themselves. Because so many families live in these complexes it's important that they are near other anchors and that there are accessible connections between them.

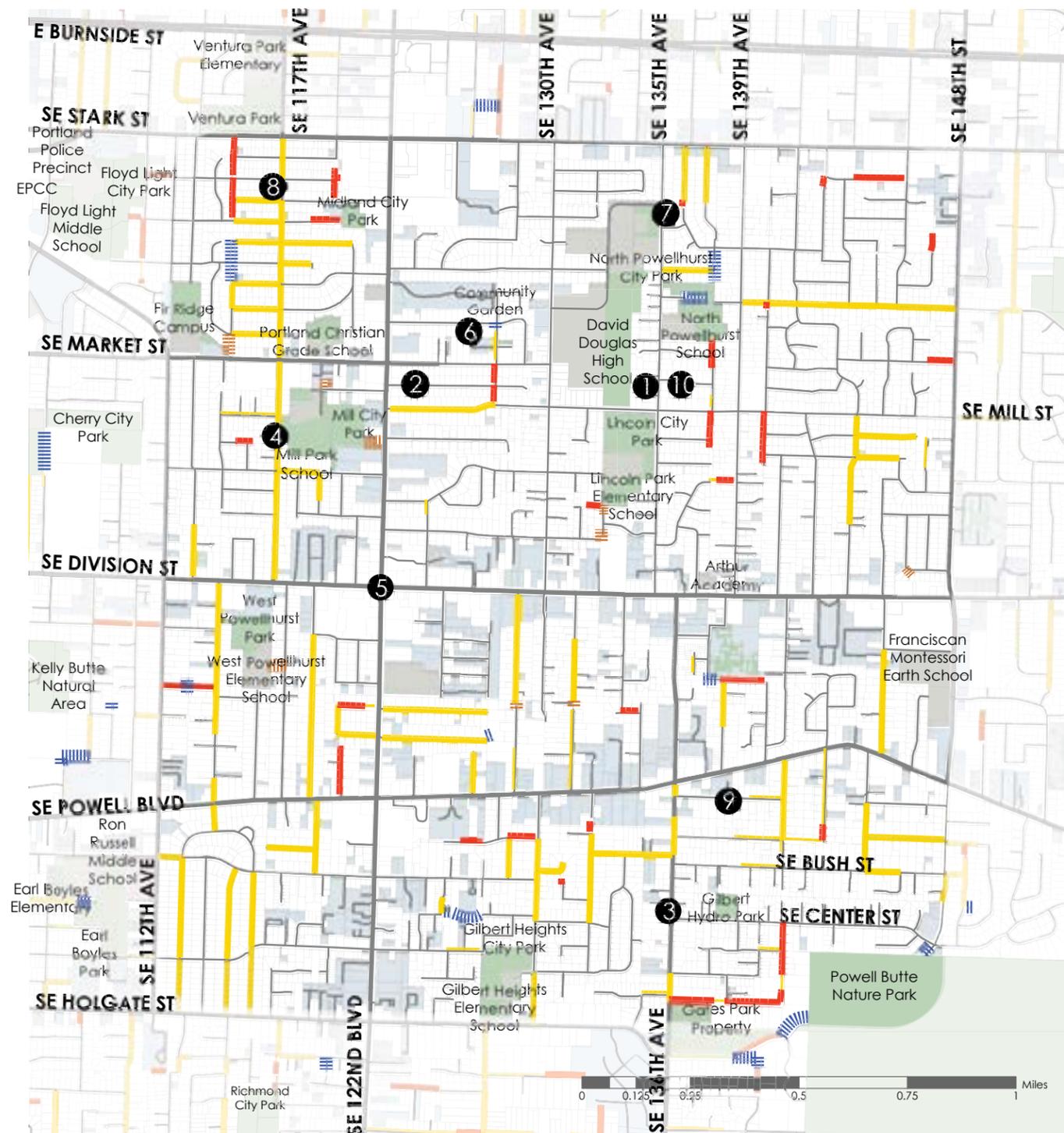
The Midland Library is a popular destination that serves all of East Portland and is therefore quite busy. The library provides a venue for many community events and serves as a point of access for a variety of resources. It also has individual rooms that community members can reserve.

West Powellhurst Park and Elementary School are examples of the neighborhood schools and parks scattered throughout the district. Although this park and school are somewhat isolated due to a general lack of connectivity, open spaces and schools oftentimes serve connectivity needs. Residents use them for quick access through interior blocks. Areas around Division and Powell appear to lack open spaces the most.

Spiritual institutions fulfill a large role for some residents in the study area. In addition to serving their congregation, some institutions allow other spiritual practices to occur in them. They are also important because they offer a range of different community services and events. A number of them offer open space and community gardens for the community.

Grocery stores, emergency service facilities, post offices, and banks serve basic needs. While there are a number of banks located throughout the study area, check cashing businesses and automated teller machines are often more accessible alternatives to traditional banking services.

There is a strong desire in the community to create additional anchors, such as a multi-cultural center. Venues and gathering spaces like this are essential for an increasingly diverse and growing population. Limited connectivity and zoning may explain apparent gaps in services in the study area. There are challenges to enhancing connections to existing anchors as well as opportunities for the location of new parks, anchors and commercial services.



LEGEND

- park
- school
- multi-family housing
- street
- no street
- pathway
- unimproved right of way
- paved right of way, no sidewalk

STREET NETWORK

There are many types of connections in the study area. They vary from pedestrian scale pathways to major arterials. The variety of types gives East Portland a unique texture and character. However, the lack of connectivity between all these streets is problematic for pedestrians and cyclists.

Typologies

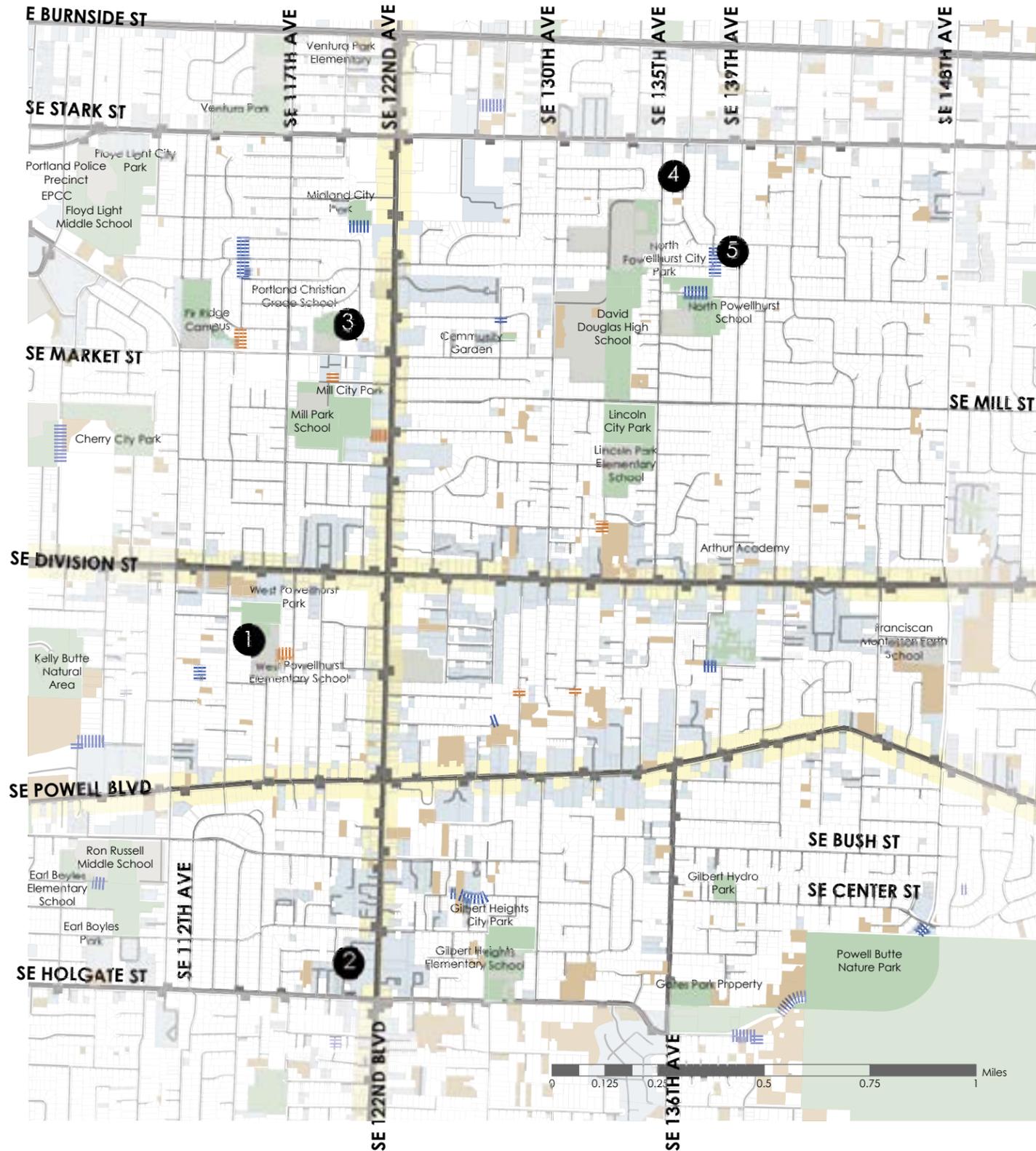
- 1 This short and narrow pathway leading to David Douglas High School is wedged between two single family homes. These types of pathways are an essential link for pedestrians in the neighborhood. However, because this path serves the high school primarily and is short in length, it does not connect to a larger street network. Pathways are nice to travel down because they are not wide enough for automobiles. However, many of these pathways are poorly lit and not easy to monitor for safety. Enhancing and creating more pathways that are well lit and maintained are one way to increase connectivity in the study area.
- 2 These types of gravelly, unimproved roads, generally located in the middle of residential areas, offer a connection to other streets. Unfortunately, with the winter rains, the surface can be slightly un navigable as there are ruts and stormwater in the road. This is most challenging for pedestrians, people in wheelchairs, and people pushing strollers.
- 3 Users are able to move easily along these types of paved roads. However, with the lack of sidewalks and no clear demarcation where other users might travel, the street can be unsafe for pedestrians.
- 4 These narrower secondary streets are in single-family residential neighborhoods with churches or schools oftentimes nearby. They are generally friendlier to pedestrians and cyclists because they have a lower volume of traffic than the major streets. However, many residents cite that high speeds can be a concern.
- 5 These multi-lane streets are mostly adjacent to commercial and multi-family residential units. These streets experience a high amount of use because the larger network lacks connectivity. Therefore, they can be quite congested and at times challenging for pedestrians to cross.

Challenges

- 6 This alleyway terminates abruptly with no outlet. Garbage and graffiti are commonly seen here. This could be a safety hazard if someone enters the alley without understanding there is no exit. There are fences along the side of this alley that neighbors use occasionally.
- 7 Roads such as this unimproved road pool with water during winter rains, and can become an unreliable source of navigation and is hard for pedestrians and cyclists navigate.
- 8 Many streets have lights on one side of the road that help illuminate the road for automobiles. This is not ideal for pedestrians and cyclists.
- 9 This road is paved, but lacks sidewalks. This condition can be dangerous pedestrians as witnessed by this man in a wheelchair.
- 10 These fences make it challenging for bicyclists and strollers to access this entry into the popular North Powellhurst Park.



There is poor connectivity within the 122nd/Division study area. Outside of the few major corridors, there is not a distinct grid that allows residents to easily move across neighborhoods to reach specific destinations. Many distinctive pathways ease connectivity at the local level. However, this is an ad hoc, patchwork system that is exacerbated by few safe crossings along the major streets.



1 West Powellhurst Elementary on SE 118th



2 SE 120th and SE Pardee



3 SE 115th and SE Hawthorne



4 SE 136th and SE Yamhill



5 Near SE 136th and SE Yamhill

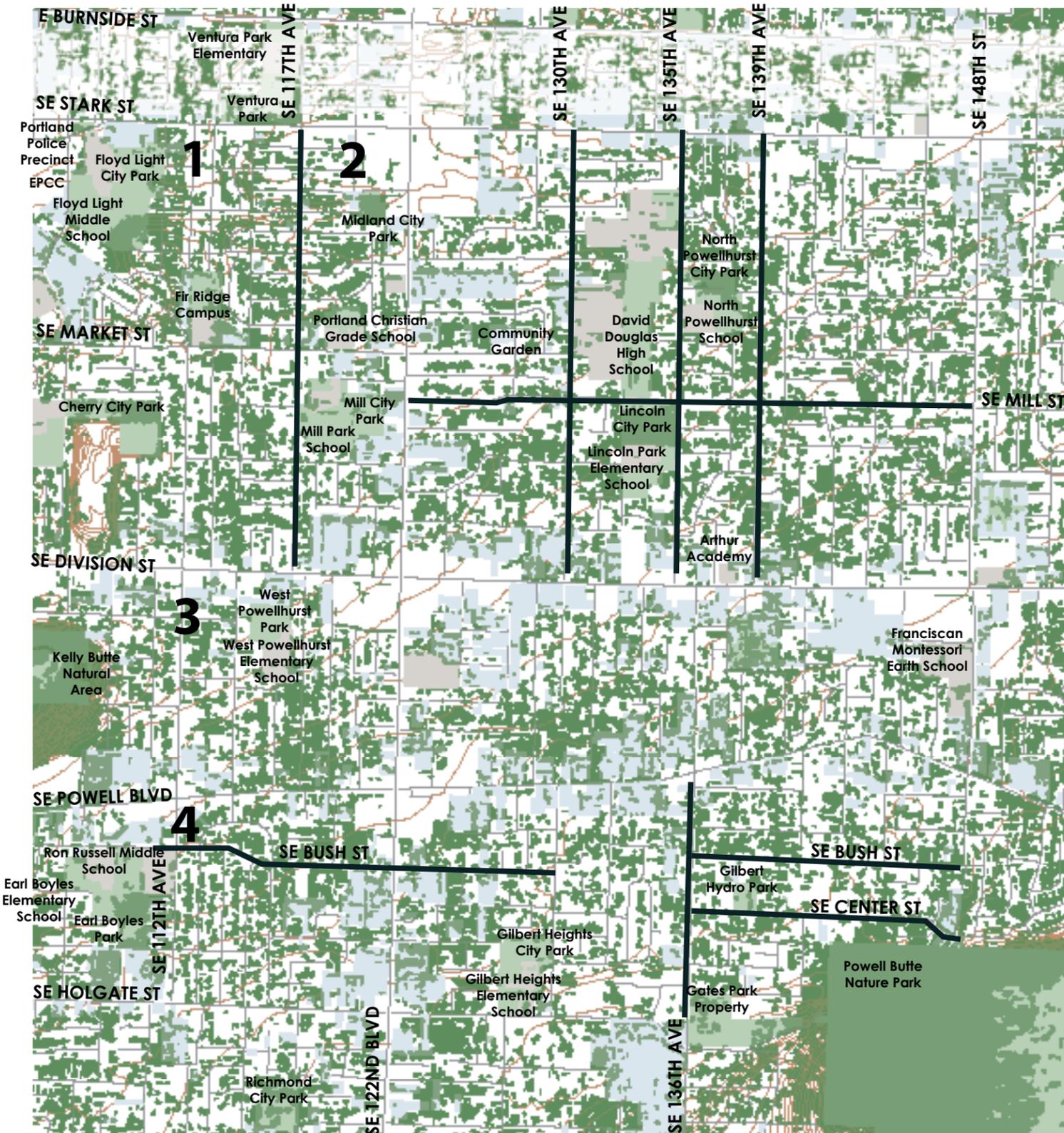


existing pathways

- 1 This connection at West Powellhurst Elementary is an intimate, well used, but dark access way. Because of vegetation growing around it not much light reaches it. This is problematic at night.
- 2 This narrow pedestrian / bicycle connection is a local access point for the neighborhood that connects two multi-family apartment complexes.
- 3 This grassy pathway utilizes a vacant lot to create a natural connection to allow pedestrians easier access to the neighborhood. If the lot is developed, the connection may not be maintained.
- 4 Pedestrians and bicycles navigate around this metal barrier to connect to a major and busy street.
- 5 This paved passageway leads to the county health clinic at David Douglas High School. Locating multiple services together may make it easier to create new connections.

LEGEND

- Vacant Land
- Multi Family Housing
- Pathway
- No Street
- Bus Lines & Stops
- High Crash Corridors
- Park
- School



Iconic Structures



Mural on SE 122nd



Hills



Undulating Street



View of Powell Butte framed by trees



LEGEND

- Distinct areas
- Neighborhood streets
- Larger tree canopy
- Park
- School
- Established view corridors
- ▲ Heritage trees
- Topographic lines

The Division-Midway area is a distinctive place with landscape and built features that are unique to the district. Future plans should highlight these special places to emphasize how inherently different East Portland is from other parts of the city.

There are four areas in the study area with different experiential qualities. Although there are some elements that tie these areas together, such as buildings, they are most expressive in how different they are from one another and work together to tell a story about the evolution of the neighborhood.

- Area 1: A neighborhood of Hills
- Area 2: A neighborhood Schools
- Area 3: A neighborhood of Passageways
- Area 4: A neighborhood of Trees

Some of the following elements found throughout the district help tie the larger area into a cohesive neighborhood.

LANDMARKS

Landmarks are structures or elements in the landscape that have prominence in the community. Examples include historic or culturally relevant places that are visually or physically distinctive. The clock tower at the busy intersection of 122nd and Division is an example of a memorable marker. Other examples include murals, buildings and signs. These markers are also helpful because people use them for wayfinding purposes.

VIEW CORRIDORS

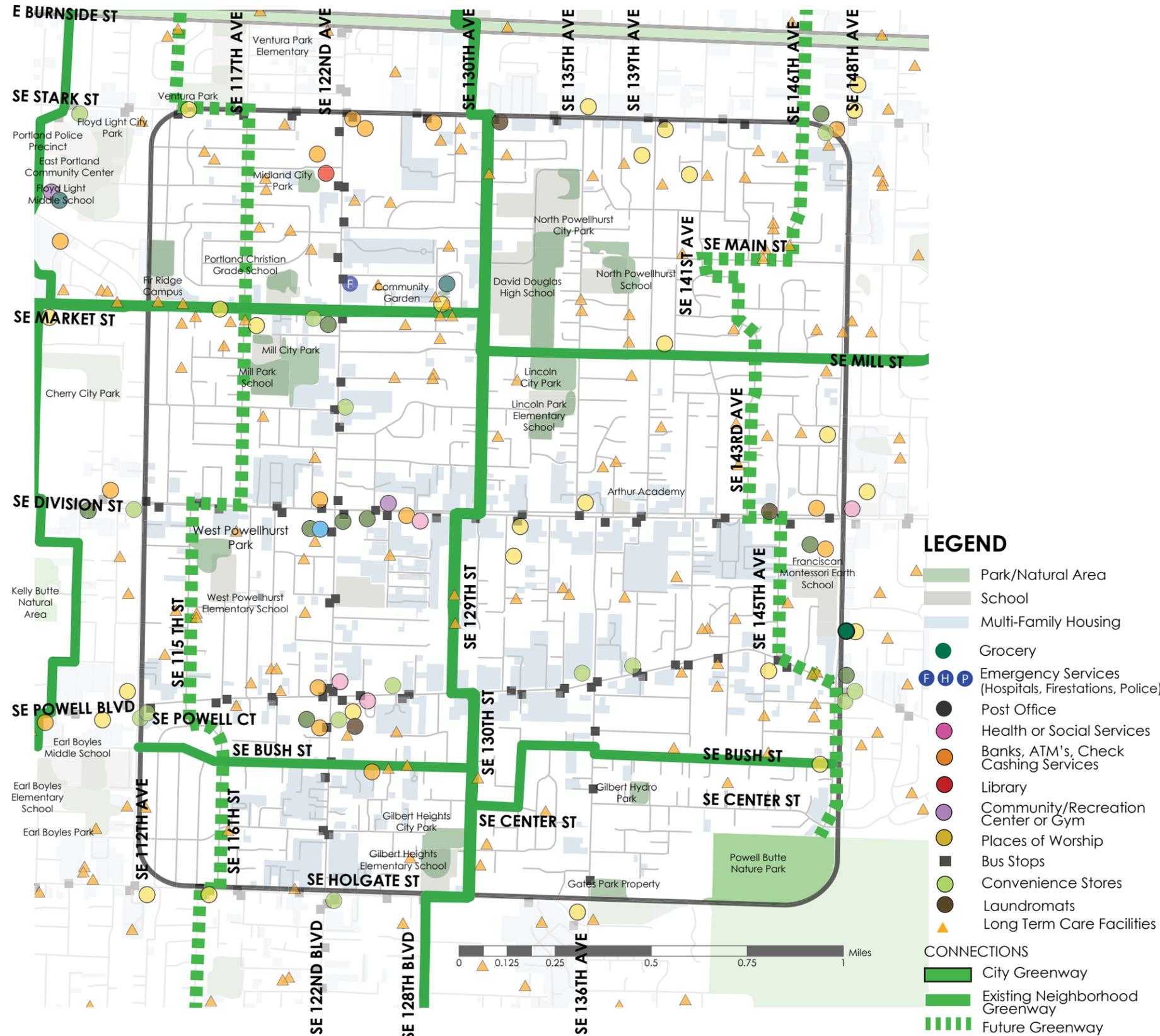
Many established view corridors fall just outside the study area, especially in Powell Butte. However there are many noteworthy views throughout the area. Some views include view tunnels framed by canopies of trees and views of the buttes.

LANDSCAPE ELEMENTS

East Portland has many landscape features that make it distinctive. Stands of large canopy trees exist throughout the project area that provide needed shade and shelter for pedestrians. The area has many natural assets of large green spaces, such as Leach Botanical Garden, the Springwater Corridor, Powell Butte Nature Park and Kelly Butte Natural Area. Connections between these features should be improved.

As the area continues to grow away from its rural past, it is important to take note of significant elements in the landscape to ensure that they remain a vital piece of the neighborhood fabric. Future development should build upon these character giving attributes and ensure that they are well connected to the community.

OPEN SPACE & CONNECTED PATHWAY CONCEPT



Portland's 20 year Comprehensive Plan envisions a widely connected open-space and transportation system. Many significant regional parks and connections exist in East Portland, such as Glendoveer Park, Powell Butte, Leach Botanical Garden and Springwater Corridor. A new City Greenway system links all parks and neighborhoods more evenly across the city and serves both open space, public space and connection needs. This new system links a series of lower traffic "greenways" to help ease movement for pedestrians and bicyclists, while also complementing the larger open space system. This map illustrates where generalized, evenly spaced connections (greenways) will help enlarge the overall patchwork of local streets.

New Pathway Connections

A new pathway network (similar to greenways, but smaller in scale) in the Division-Midway neighborhood fits within this larger system. The potential pathway system connecting key destinations will create safer and more accessible options for non-vehicular movement. It will build on existing local discrete connections throughout the study area. Many of these are short connections leading to schools and parks. Additionally, residents have created other informal connections that may be enhanced or formalized. Some connections will require working with property owners to pursue strategies for punching through new connections. Over time, other connections may result from redevelopment. Ultimately, all connections will continue to link important destinations, such as schools, grocery stores, health and social services, and apartment complexes.

Key Intersections

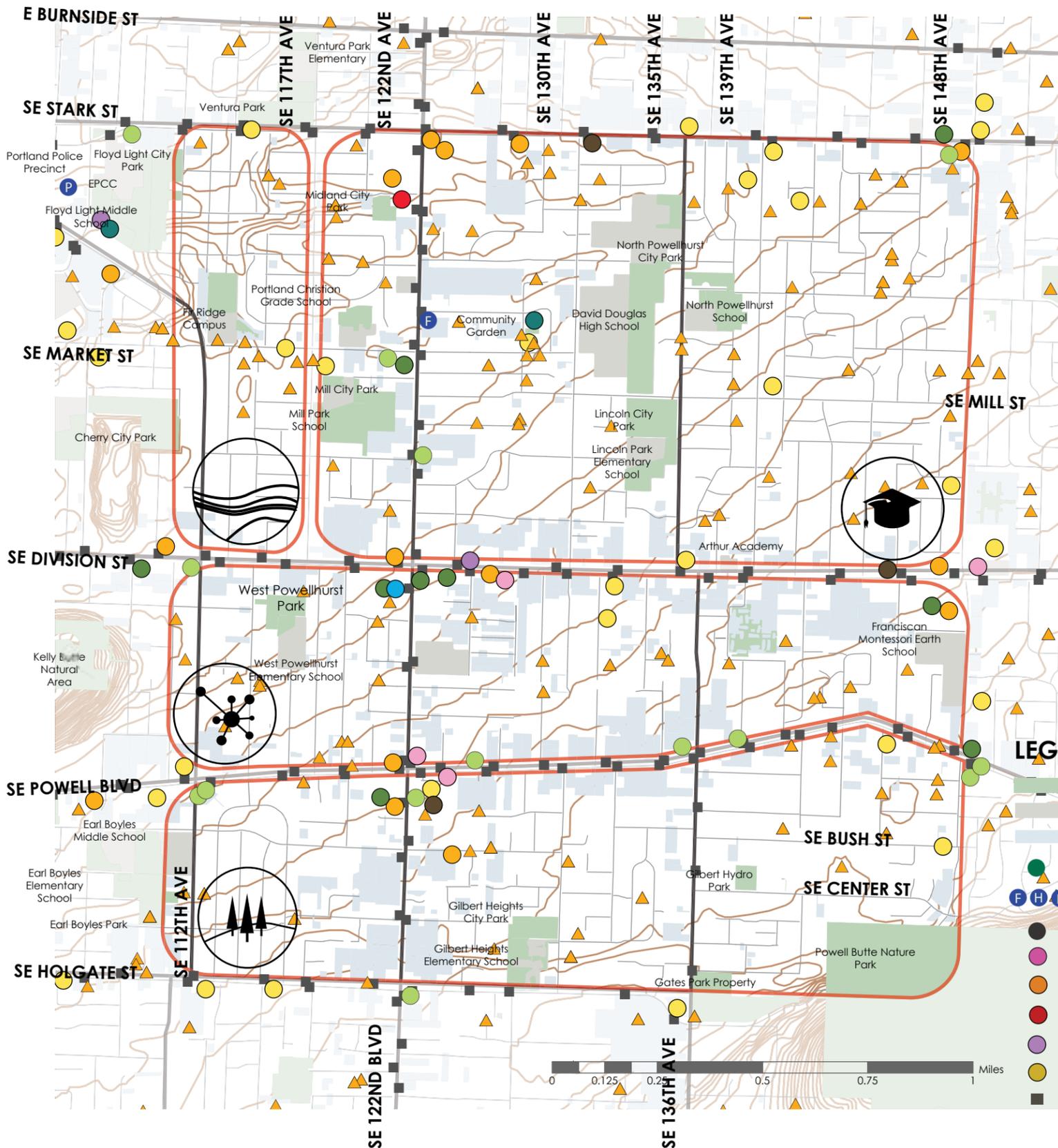
The proposed system identifies key intersections along Division and Powell where a cluster of activity exists or is anticipated. Enhanced crossing conditions will also create a safer experience. These areas are major destinations because they offer a range of services, commercial activity, access to transit and most importantly, provide a bridge to multi-family housing. The design of these connections should prioritize features that support nighttime mobility, visibility, development of public space and influence development to better integrate pedestrian and bicycle pathways through larger sites along busy corridors.

Key Development Opportunity Sites

These areas represent sites that may redevelop in a way that enhances connectivity and provides safe and convenient passage and in many cases, could be the location of more intensely developed multi or mixed-use development.

PATTERN AREA DIRECTION FOR PATHWAY DESIGN

Four distinct pattern areas exist within the project area. They possess qualities that should inform the design of pathways within each area and can help refine the different connection typologies.



ROLL A neighborhood of hills
SE 112th - SE 117th/ SE Stark - SE Division

This area is bordered by the only community and recreation center in all of East Portland, the East Portland Community Center. This area is consumed by many rolling hills. Potential pathways exist through and on these hills. These grade changes are prime for extending the recreational activity from EPCC onto these pathways.



LEARN A neighborhood of schools
SE 117th - SE 148th/ SE Stark - SE Division

The north edge area is a neighborhood filled with schools and adjoining parks. This area is also the best connected. Future designs should consider the volume of children present in this area and provide facilities that cater to them and their needs.



FLOW A neighborhood of passageways
SE 112th - SE 148th/ SE Division - SE Powell

Sandwiched between Division and Powell, this area is introverted. Although many key destinations for the entire project area are located on these two corridors, passageway to them is not always obvious or possible. Building upon this subtle nature, potential pathways must form a navigable system to the larger neighborhood.



GROW A neighborhood of trees
SE 112th - SE 148th/ SE Powell - SE Holgate

Powell Butte is central to this pattern area. Perhaps the remnants of the rural past is most evident here, with an abundance of old growth Douglas Fir trees. Because of the slope of the butte, stormwater drainage can be an issue. Looking to the future, these issues need to be addressed. Future pathways should preserve and enhance existing trees.

