



## Active Transportation & Complete Streets Projects

**Name of Project** Brentwood Darlington Safe Routes to School: Duke/Flavel Sidewalks and Knapp/Ogden Neighborhood Greenway

*(project name will be adjusted to comply with ODOT naming convention if necessary)*

### Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

### Project Definition

#### Project Description

- Facility or area: street(s), intersection(s), path or area. SE Duke from 52<sup>nd</sup> to 82<sup>nd</sup>, SE Flavel from 52<sup>nd</sup> to 82<sup>nd</sup>, SE Knapp from 52<sup>nd</sup> to 82<sup>nd</sup>, SE 62<sup>nd</sup> from Knapp to Ogden, SE Ogden from 62<sup>nd</sup> to 82<sup>nd</sup>, SE 82<sup>nd</sup> from Ogden to Knapp, SE Knapp from 82<sup>nd</sup> to Springwater Trail.
- Beginning facility or milepost. SE 52<sup>nd</sup>/Knapp, SE 52<sup>nd</sup>/Duke, SE 52<sup>nd</sup>/Flavel
- Ending facility or milepost. SE Springwater Trail/87<sup>th</sup>, SE 82<sup>nd</sup>/Duke, SE 82<sup>nd</sup>/Flavel
- Provide a brief description of the project elements. Sidewalk infill will be constructed on both sides of SE Duke from 52<sup>nd</sup> to 82<sup>nd</sup>. Sidewalk infill will be constructed on both sides of the street on SE Flavel from 52<sup>nd</sup> to 82<sup>nd</sup>. A neighborhood greenway will be constructed on Knapp and Ogden Streets from 32<sup>nd</sup> to 87<sup>th</sup>, connecting the 20s and 80s Neighborhood Greenways, and a new ped/bike connection will be constructed connected the 87<sup>th</sup> & Flavel to the Springwater Corridor.
- City. Portland
- County. Multnomah

#### Base project information

- *Corresponding RTP project number(s) for the nominated project.*
  - 11191: Citywide Bicycle Boulevards
  - 11193: Citywide Sidewalk Infill Program
- *Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).*  
See attached.
- *Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).*

The Brentwood-Darlington neighborhood has significant infrastructure deficiencies. It only has one street with continuous sidewalks on both sides, many unimproved roads, and exceptionally limited enhanced crossing projects installed. Racial diversity is growing in the neighborhood with twice as

many African Americans living in the neighborhood in 2010 compared with 2000 (grew from 2% to 5.3%). The proportion of Latino populations also grew by 75% in the same period (grew from 9% to 13.9%). Its crime rate is 25% higher, unemployment is 33% higher, and per capita income is 1/3 less than Portland as a whole. Although Brentwood-Darlington was annexed during the same time period as East Portland and has similar infrastructure deficiencies, it is not considered part of East Portland because it is west of 82<sup>nd</sup> Avenue. Therefore, it has not benefited from recent regional investments to the same extent as areas east of 82<sup>nd</sup>.

The proposed projects will complete the currently disconnected sidewalks on SE Flavel St and SE Duke St, the main east-west collector streets in the neighborhood. Each street carries transit lines with many bus stops that are in mud puddles in the wintertime. In addition to transit, these sidewalks will directly serve Whitman Elementary School, which fronts Flavel, and Woodmere Elementary, which fronts Duke. Observations and reports have shown that children are often forced to walk in the street with traffic due to the lack of sidewalks.

In addition, the Knapp-Ogden Neighborhood Greenway will provide an low-stress east-west bicycle connection between the 20s Bikeway on 32<sup>nd</sup> Ave, the 50s Bikeway on 52<sup>nd</sup> Ave, the future 70s Bikeway on 79<sup>th</sup>, the 80s Bikeway on 87<sup>th</sup>, and the Springwater Corridor. It will provide a much-needed enhanced crossing of 82<sup>nd</sup> Ave, filling a high-crash half-mile gap in crossings between Duke and Flavel, and will provide a Safe Route to Lane Middle School.

While serving transit and schools, the projects in this application will also provide important connections to several parks, community gardens, and shopping opportunities in the neighborhood. In addition to local benefits, the sidewalks will fill gaps in the regional pedestrian network and the neighborhood greenway will provide connections between multiple major bikeways in the regional network, including the Springwater Corridor.

- *Attach a completed Active Transportation Design checklist (Appendix C).*

See attached.

- *Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). PBOT will evaluate multiple measurements of success.*

PBOT will monitor motor vehicle traffic with the most reliable technology available. Pneumatic tube counters will be utilized to capture speed, volume, and vehicle classification data pre- and post-project. Bluetooth sensors will capture unique Bluetooth signals to measure travel times through the corridors. When necessary, manual intersection turning movement counts will be utilized to better understand the distinct operational needs of intersections within the project boundaries.

PBOT will conduct pre- and post-project traffic counts that will include bicycle and pedestrian use. Bicycles and pedestrian traffic will be monitored with manual traffic counts. The methodology will be consistent with PBOT's annual Bicycle Count Reports and pedestrian count methodology used

for engineering evaluations. Motor vehicle traffic is not expected to change with these sidewalk and pathway improvements.

Safety will be measured by evaluating pre- and post-project traffic crash data. Traffic crash information will be monitored for early performance. However, the best data analysis can only take place at least three years post-project. PBOT will monitor to compare pre- and post- crash data in 3- and 5-year evaluations.

In addition, user experience information will be gathered. PBOT will conduct pre- and post-project intercept surveys on the affected streets. The purpose will be to ask about comfort, safety, and convenience of walking and bicycling along the treated roadways.

### **Project Cost and Funding Request Summary**

- *Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support*

The project cost estimate was determined by engineers in the Civil Design Services and Traffic Design Services sections at PBOT, based on a scope jointly developed by planners and engineers familiar with the project area. The project has a high level of readiness and funding for the project can be obligated within the allotted timeframe. This project is not expected to have significant environmental impacts and would be eligible for a categorical exclusion under NEPA. The local funding will come from Transportation System Development Charges, an ongoing revenue stream for PBOT. In order to support extensive and inclusive community engagement, PBOT has added an additional \$80,000 to the attached CDS cost estimate. This additional funding will support community engagement for project development, construction, demand management, and project measurement.

This project has been identified as a high priority in multiple locally-adopted plans, including Portland's Bicycle Plan for 2030 and Transportation System Plan. There is strong political and community support for this project. City Council passed Ordinance No. 187954 supporting and directing PBOT to submit this and other RFF grant applications on August 17, 2016. See attached Ordinance. This grant was prioritized and selected based on input from the City's modal advisory committees and the Transportation Justice Alliance during the Spring and Summer of 2016. Community groups have written letters of support for this grant application, many of whom were involved in identifying improvements that were included in this project scope and grant application.

Total project cost: \$6,201,000

- RFFA funding request by project phase:  
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)
  - PE: \$918,500

- ROW: \$153,025
- Construction: \$1,989,325
- TDM: \$40,000
- Local match or other funds  
(minimum match = 10.27% of funds requested + match):
  - \$3,100,500 (50%)

### Map of project area

- *Provide a map of the project consistent with GIS shapefile standards found in Appendix B*

See attached.

### Project sponsor agency

- Contact information (phone # & email) for:
- Application lead staff: Zef Wagner, 503-823-7164, zef.wagner@portlandoregon.gov
- Project Manager (or assigning manager): Dan Layden, 503-823-2804, dan.layden@portlandoregon.gov
- Project Engineer (or assigning manager): Lola Gailey, 503-823-7563, lola.gailey@portlandoregon.gov
- *Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.*

The Portland Bureau of Transportation is one of the few local agencies in the state that is fully certified by ODOT to deliver federal aid projects and has extensive experience with delivering federal aid projects. The Bureau has successfully delivered federal transportation projects for over 20 years, and was one of the first agencies to become fully certified. The Bureau has delivered a wide range of projects including large bridge projects, active transportation and safe routes to school projects. The large majority of the projects have been delivered on time and on budget. On the few occasions where projects have encountered budget issues the bureau has been able to identify funding to deliver the projects. The bureau has had a few projects that have been delayed mostly due to permitting and right of way issues. For all current projects those issues are resolved and the projects are on track to be delivered.

The following are examples of previously awarded RFFA projects and their status:

- 1) N. Lombard/St. Louis/Ivanhoe/Philadelphia intersection project (Construction Phase completed in 2012)
- 2) N. Portland Rd/Columbia Blvd intersection project (2014/15 RFFA. Planning and Design Phase completed in 2013. Construction Phase funded by STIP and will begin in 2017)
- 3) North Time Oil Road-Burgard Street Intersection Project (2014/15 RFFA. Awaiting notice to proceed from FHWA.
- 4) Going to the Island Freight Improvement Project (2014/15 RFFA. Design Phase to be completed in 2017 and Construction completed in 2019)

- 5) South Rivergate Freight improvement Project (2016-18 RFFA. Design Phase to begin in 2016. Project construction will be funded by multiple local and federal funding sources)
  - 6) SE Foster Road (2014-2016 and 2015-2017 RFFA. Design phase underway. Construction to occur in 2017)
- *Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.*

The bureau currently has the staff capable to provide all the administrative services related to project management and all technical services related to design engineering, and construction management for delivering federal-aid projects. PBOT has a staff of well-trained project managers and delivery staff with extensive experience in the delivery of federal transportation projects. PBOT has a long track record of delivering federal projects that meet the requirements of the Federal Highway Administration.

**Highest priority criteria**

1. *What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?*

The Brentwood Darlington neighborhood was annexed from Multnomah County in the 1980s and has historically suffered from a lack of investment in basic infrastructure. At the same time, the neighborhood’s location and building stock has made it one of the few consistently affordable neighborhoods west of I-205. The area has a high percentage of low-income households, and racial diversity is also growing in the neighborhood in recent years. There are twice as many African Americans living in the neighborhood in 2010 compared with 2000 (grew from 2% to 5.3%), and the proportion of Latino populations grew by 75% in the same period (grew from 9% to 13.9%). Its crime rate is 25% higher, unemployment is 33% higher, and per capita income is 1/3 less than Portland as a whole. According to 2014 ACS data for adjacent census tracts, these projects would benefit 4,341 (30.6%) low-income households, 6,559 (17.9%) non-white residents, 4,815 (13.2%) people with disabilities, and 8,274 (22.6%) youth. According to Metro data, the project would benefit areas with higher than the regional average concentrations of people of color and youth, and significantly higher than the regional average of low-income people. The area surrounding Duke and Flavel between 72<sup>nd</sup> and 82<sup>nd</sup>, at the heart of this project, has an overall concentration of EJ/Underserved communities that is higher than the regional average. The project area is also home to four Title 1 schools, including one middle school and three elementary schools.

The proposed project would benefit these traditionally underserved communities by providing safe and low-cost transportation options for children going to school, families going shopping, and people accessing transit to travel longer distances for work or school. In this way the project will expand multimodal access to jobs and educational opportunities throughout the region, which

may otherwise be out of reach due to the high cost of owning or operating a car. It will also provide safe walking and bicycling routes to basic shopping destinations and services along 82<sup>nd</sup> Ave. This proposed project will also benefit people with disabilities by expanding accessible east-west mobility and providing better access to transit. Metro data shows a high concentration of bus ramp deployments along SE Flavel St and SE 82<sup>nd</sup> Ave, and a higher-than-average frequency of LIFT paratransit calls. This indicates that a high number of people with disabilities have origins or destinations in the area, and rely on transit to get around. This project will improve the ability for people to access transit and will provide “last-mile” connections to destinations.

2. *What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?*

The Brentwood-Darlington neighborhood has significant infrastructure deficiencies. It only has one street with continuous sidewalks on both sides, many unimproved roads, and exceptionally limited enhanced crossing projects installed. Although Brentwood-Darlington was annexed during the same time period as East Portland and has similar infrastructure deficiencies, it is not considered part of East Portland because it is west of 82<sup>nd</sup> Avenue. Therefore, it has not benefited from recent regional investments to the same extent as areas east of 82<sup>nd</sup>. The proposed projects will connect sidewalks on SE Flavel and Duke which currently have large gaps in the sidewalk system. Each street carries transit with many bus stops that are in mud puddles in the wintertime. In addition to transit, these sidewalks will directly serve Whitman Elementary School, which fronts Flavel, and Woodmere Elementary, which fronts Duke. In addition, the Knapp-Ogden Neighborhood Greenway will provide connections between 52<sup>nd</sup> Avenue bike lanes (“The 50s bikeway”) and the Springwater Corridor. It will provide a much needed enhanced crossing of 82<sup>nd</sup> Avenue and provide a Safe Route to Lane Middle School. While serving transit and schools, the projects in this application will also provide important connections to Brentwood and Flavel Parks, several large community gardens, and shopping opportunities in the neighborhood.

Each day, SE Duke carries approximately 4,200 motor vehicle traveling at a 38 MPH 85<sup>th</sup> percentile speed. Woodmere Elementary School fronts the street and the Line 19 bus travels along the segment. SE Flavel carries approximately 8,100 motor vehicles per day that travel at a 38 MPH 85<sup>th</sup> percentile speed. Whitman Elementary School has frontage on Flavel and the street carries the Line 71 bus. Completing sidewalks on these streets will reduce pedestrian/vehicle conflicts by providing full separation of modes. The Knapp-Ogden Neighborhood Greenway alignment carries less than 1,000 motor vehicles per day that travel between a 22 MPH and 28 MPH 85<sup>th</sup> percentile speed. This route will directly serve Lane Middle School and Head Start program. In addition, it serves Brentwood Park and community gardens. Traffic conditions and community connections make this route ideal as a neighborhood greenway, which will provide a parallel alternative to the sub-standard bike lanes (which can’t be widened due to limited right-of-way) on Duke and Flavel.

According to Metro data for 2007 to 2011, there were all modes crash hotspots around 72<sup>nd</sup>/Flavel and 82<sup>nd</sup>/Flavel. Portland’s Vision Zero Crash Map using data from 2005 to 2014 also shows

multiple serious injury crashes around these intersections, as well as multiple pedestrian serious injuries and one bicycle fatality in the stretch of 82<sup>nd</sup> Ave between Duke and Flavel. The Vision Zero High Risk Evaluation also shows several segments of Duke are in the top 20% of roadway segments with high risk of pedestrian and bicycle crashes. The proposed project will address these safety issues by providing physical separation between pedestrians and motor vehicles on Duke and Flavel, by providing a safe neighborhood greenway alternative to busy collector streets, and by adding an enhanced crossing of 82<sup>nd</sup> Ave where there is clear pedestrian and bicycle demand.

3. *What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?*

The included projects will provide significant access improvements to major commercial areas along SE 82<sup>nd</sup> Avenue and to neighborhood-serving commercial destinations on Flavel and Duke. The nearby destinations include commercial services on 82<sup>nd</sup> Ave, a low-cost grocery store and other services at 72<sup>nd</sup>/Flavel, the Brentwood Darlington Community Center at 62<sup>nd</sup>/Ogden, multiple houses of worship, public and private schools, the PPS Community Transition Program (a program “supporting young adults as they transition to life after high school in building independence and quality of life”), Brentwood Park and Flavel Park, and the Brentwood Community Garden. Essential services for EJ/underserved communities are enhanced by creating safe and comfortable access for walking, bicycle riding, and to all transit service in the neighborhood. As discussed, this application will directly support Safe Routes to four Title 1 schools—Lane Middle School, Woodmere Elementary, Whitman Elementary, and Kelly Elementary.

4. *How will the proposed project support the existing and planned housing/employment densities in the project area?*

The proposed sidewalk infill and neighborhood greenway projects will benefit several SE Portland neighborhoods between Woodstock and the southern City limits. While most of Brentwood Darlington is not identified as a major housing/employment growth area in the Portland Comprehensive Plan, the projects will connect this large residential area to high-growth nodes along SE 82<sup>nd</sup> Ave and in Lents Town Center. SE 82<sup>nd</sup> Ave is classified as a Civic Corridor in the Comprehensive Plan, and has Mixed Employment and Mixed Use Civic Corridor designations. Because most existing development consists of aging, single-story commercial buildings with surface parking lots, there is very high potential for growth along this corridor. The proposed projects will support this redevelopment by providing continuous walking routes to access destinations and by building a new enhanced crossing at 82<sup>nd</sup> & Knapp/Ogden, between Duke and Flavel. The project will also improve access from Brentwood Darlington east to Lents Town Center, an area that is expected to receive high levels of housing and employment growth (with significant investment from the Portland Development Commission), as well as west to the Woodstock Neighborhood Center, a growing mixed-use main street corridor. According to the Comprehensive Plan forecast for the year 2035, housing units within a half-mile of this project are expected to grow from 13,559 to 16,153, while jobs within a half-mile are expected to grow from 4718 to 5959. However, active transportation investments are needed to support this growth.

### Higher priority criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).

The proposed project will complete multiple gaps in the Regional Pedestrian Network by building sidewalk infill on SE Duke St (a designated Pedestrian Parkway from 52<sup>nd</sup> to 82<sup>nd</sup>) and SE Flavel St (a designated Pedestrian Parkway from 52<sup>nd</sup> to 72<sup>nd</sup>). It will also complete a gap in the local pedestrian network by building sidewalk infill on SE Flavel St from 72<sup>nd</sup> to 82<sup>nd</sup> (a City Walkway in the Portland TSP). Finally, the project will complete a major gap in the local bikeway network that connects to multiple bicycle facilities by establishing a neighborhood greenway on Knapp/Ogden (a Major City Bikeway in the Bicycle Plan for 2030 and Transportation System Plan) and building a pathway connection from 87<sup>th</sup>/Flavel to the Springwater Corridor. The crossing of SE 82<sup>nd</sup> Ave at Knapp/Ogden will address a major barrier to connectivity by crossing a busy highway with few safe crossing opportunities.

6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?

The proposed project will lead to increased walking and use of transit within the neighborhood on designated regional Pedestrian Parkways on Duke and Flavel by building missing sidewalks behind existing curb. These sidewalks will provide separation from traffic for pedestrians and will include curb extensions at major bus stops. The lack of sidewalks creates many barriers to walking around the neighborhood and accessing destinations, especially in winter when the area behind the curb gets flooded and becomes too muddy for even able-bodied people to traverse. The project will also lead to increased bicycling within and across the neighborhood by implementing bicycle boulevard treatments (traffic calming, way-finding, and crossings) on Knapp and Ogden. This will include a crossing of SE 82<sup>nd</sup> Ave (Hwy 213), a major barrier to east-west connectivity for people walking or biking. Finally, the project will provide a key fully separated multi-use path connection between the Knapp/Ogden and 80s Neighborhood Greenways and the Springwater Corridor, expanding access to the regional trails system.

See attached Active Transportation Design Checklist for more details.

7. *How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?*

The proposed project will provide access from multiple TriMet bus lines to schools and other employers in the project area.

### Priority criteria

8. *How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional*

*Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).*

Before engagement can begin, a stakeholder analysis will be completed to identify potentially impacted businesses, community organizations and historically underrepresented populations, user groups and other potential audiences to engage. PBOT staff will document consideration of potential distribution of benefits and burdens, especially as pertaining to people of color, people with Limited English Proficiency and people with low income. A plan for engagement will be created and will include specific milestones and engagement activities. Public engagement during project development and construction will follow the International Association for Public Participation (IAP2) Spectrum of Public Participation framework in which a variety of engagement tools will be used in order to inform, consult, involve and collaborate with community members at large and those who could potentially be impacted by project decisions.

PBOT will keep the public informed, listen to and acknowledge concerns, work with the public to ensure that concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decisions. Where possible, PBOT will look to the public for direct advice and innovation in formulating solutions and will incorporate public advice and recommendations into the decisions to the maximum extent possible. At every opportunity, staff will conduct culturally-responsive and language-based outreach and engagement especially focused to traditionally underserved communities. Public engagement tools to be used for informing the public may include website, social media updates, interested parties emails, selective advertising, press releases, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory groups, public workshops, feedback surveys, open houses, focus groups, Community Engagement Liaison services and working directly with businesses, neighborhood and cultural organizations and community groups.

After the project is completed, we will use demand management programs to increase public awareness and utilization of the projects. Wayfinding will be developed for all pedestrian and bicycle facilities with information on nearby neighborhood and commercial destinations. Outreach and education will be coordinated with community organizations to provide culturally appropriate awareness events and materials, including guided walks and bicycle rides as well as targeted behavior change campaigns using the Portland SmartTrips model.

9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

The regional flexible funds invested in this project will leverage \$3,100,500 in City of Portland System Development Charge (SDC) funds, for a 50% local match against the total project cost. The project will be added to the Transportation SDC project list and the City of Portland has more than adequate SDC funds available to meet this local match obligation, so we declare that this local match is certain to be received.

10. *How will the proposed project provide people with improved options to driving in a congested corridor?*

Improved east-west pedestrian and bicycle routes will provide active transportation alternatives to driving on collector streets like Woodstock, Duke, and Flavel as well as major parallel roadways like SE Johnson Creek Blvd, SE Foster Rd, and SE Powell Blvd (US 26). These roadways are all part of Regional Mobility Corridor 19, from Portland City Center to Lents. People taking shorter trips (one mile or less for walking, three miles or less for bicycling) are especially likely to switch to active transportation rather than drive on congested streets and highways, as long as good facilities are made available. Improved access to transit from this project is also likely to induce more ridership from people who otherwise may choose to drive for longer trips. According to the Atlas of Mobility Corridors, Johnson Creek Blvd and Foster Rd experience moderate congestion in the AM and PM peaks, while Powell Blvd experiences severe congestion in both the AM and PM peaks.

**Process**

- *Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)*

In the spring of 2014, PBOT staff began the process of forming a Candidate list of Major Projects for inclusion in the Transportation System Plan (TSP). This process began by considering projects that were included in the 2007 TSP, the 2014 TRP, or other plans adopted since 2007. The TSP Major Project List update process included extensive opportunities for public engagement with projects displayed on the 2035 Comprehensive Plan Proposed Draft Map App starting in June 2014. Members of the public were invited to comment directly through the Map App, and there was extensive community outreach at meetings and events. As noted in our certification of Appendix A – the public engagement and non-discrimination certification, PBOT developed and used a thorough public engagement plan which included stakeholder analysis and a focus on efforts to engage underrepresented populations. In order to develop the TSP Major Projects list, projects were also evaluated based on criteria that measures the following: safety, neighborhood access, economic benefit, health, equity, climate, costs effectiveness and community support. This evaluation, along with additional public feedback, helped to determine the final TSP Major Projects List.

When looking for projects to be considered for this funding opportunity, PBOT staff looked to projects identified within the above TSP Major Projects selection process. We narrowed this large list by also considering the specific RFF grant criteria, the availability of match, readiness factors for projects, feedback from PBOTs pedestrian and bicycle advisory committees, feedback from the Transportation Justice Alliance, other City Bureau priorities, and community needs identified not only within the TSP, but also from additional planning efforts and bureau commitments.

- *Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.*

PBOT staff coordinated with ODOT Region 1 staff including, planners and engineers, to review and develop the crossing of 82nd Ave, an ODOT Highway. ODOT staff is supportive of PBOT submitting a RFF grant application for the proposed project. They did not see fatal flaws and were comfortable with the conceptual design advancing. They offered design considerations and identified items that may need further coordination once the project is funded and entering preliminary design. PBOT is committed to continued coordination with ODOT Region 1 and seeking their review as well as any necessary State Traffic Engineer approvals.

During project design, PBOT will coordinate with TriMet regarding transit stop location and design along Duke and Flavel.