



Active Transportation & Complete Streets Projects

Name of Project: Connected Cully: NE 72nd Ave Pedestrian & Bicycle Parkway

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

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. NE 72nd Ave from NE Sandy Blvd to NE Killingsworth St, in City of Portland.
- Beginning facility or milepost. NE 72nd Ave & NE Sandy Blvd
- Ending facility or milepost. NE 72nd Ave & NE Killingsworth St
- *Provide a brief description of the project elements.*

Provide a high-quality pedestrian and bicycle parkway along NE 72nd Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Bikeway to the south. The project would construct a multi-use path in the center of the heritage parkway median from Sandy to Prescott, separated pedestrian and bicycle pathways from Prescott to Sumner, and a shared pathway from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.

- *City.* Portland
- *County.* Multnomah

Base project information

- *Corresponding RTP project number(s) for the nominated project.*
 - 10220: Seventies Greenstreet and Bikeway, NE
 - 11193: Citywide Sidewalk Infill Program
- *Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).*
 - See attached.

Purpose and Need Statement

This project focuses on providing a critical north-south active transportation route serving Cully, a neighborhood incorporated into Portland in 1985 with substandard transportation infrastructure. Due to the lack of development standards required by Multnomah County when the neighborhood developed, Cully has some of the worst street connectivity in Portland. Many of the neighborhood's residential streets are substandard, lacking curbs and sidewalks or are unimproved (dirt or gravel). Today, only 34% of the streets in Cully have sidewalks, and the neighborhood has the 2nd highest number of miles of unpaved streets in Portland. The lack of a dense grid requires out-of-direction travel that deters walking and bicycling. Residents of Cully are surrounded by streets lacking pavement, curb, sidewalks, and bicycle facilities.

These conditions negatively affect Cully's diverse population of over 13,000 who are clamoring for better transportation facilities to connect to the rest of Portland. The Cully neighborhood is home to residents who urgently need safe transportation choices. According to the 2010 census, Cully is home to the single most diverse census tract in the state of Oregon, with a particularly high concentration of Hispanic residents. Cully is also a low-income neighborhood where 85% of public school students are eligible for free and reduced-price lunch, nearly twice the state average. The City and non-profits have made significant investments in affordable housing in Cully, and several more affordable housing developments are in the pipeline. Cully also has one of the highest densities of young people in the City--25% of Cully residents are under 18, and most of these young people are from low-income households.

The Cully neighborhood suffers from a lack of connectivity for walking and bicycling, as documented in the adopted Cully Commercial Corridor and Local Streets Plan. Major streets have high-speed traffic, few marked crossings, sub-standard or missing sidewalks, and sub-standard or missing bicycle facilities. The lack of low-stress walking and bicycling routes causes many people to not feel safe walking or riding to schools, employment, parks, or shopping destinations. The Cully neighborhood currently has few commercial areas, so connections are needed north and south to access existing and planned mixed-use destinations such as the Roseway commercial district at Sandy & 72nd and the planned Living Cully Plaza development at Killingsworth & Cully Blvd. NE 72nd Ave is one of the few paved north-south streets connecting the heart of Cully to nearby destinations and frequent transit lines, but it lacks sidewalks or bicycle facilities. This street has long been identified as a community priority to connect the neighborhood to the Columbia Corridor employment district to the north and the Roseway business district on Sandy to the south.

Construction of a pedestrian and bicycle parkway facility along NE 72nd Ave will provide a safe and comfortable walking and biking route for a neighborhood with concentrations of equity communities, including one of the highest concentrations of Hispanic and low-income residents in the region. With a high existing low-income population, and more affordable housing in development, the need for low-cost transportation options is clear. The project will improve safety on a street where many people, including schoolchildren, currently walk on an unpaved shoulder next to high volumes of traffic, and where people bicycling must ride in mixed traffic in a high-stress environment. It will also provide a safe and comfortable alternative to busy streets in the area such as Cully Blvd and 82nd Ave, the latter of which is a state highway that has been identified as part of Portland's High Crash Network. The project will provide a safe route to multiple schools and parks (including the future Thomas Cully Park), to emerging mixed-use centers on Sandy in Roseway and on Killingsworth in Cully (most notably the in-development Living Cully Plaza), to industrial jobs areas north of Killingsworth, to frequent transit lines, and to areas that are anticipated to grow significantly over the next decade.

On a larger City and Regional level, this 1-mile section of NE 72nd Ave is the last remaining unfunded gap in the long-planned Seventies Bikeway (RTP Project #10220), a 7-mile low-stress bicycle route running from NE Killingsworth St to the Springwater Corridor, providing a crucial north-south alternative to 82nd Ave (Hwy 213) for shorter-distance trips and connecting to the rest of the bikeway network as well as multiple high-frequency transit lines. When complete, this bikeway will provide both local and regional mobility options for people traveling by bicycle, while also providing significant pedestrian benefits through

crossings and sidewalk infill elements. It will help to break down historical barriers in the form of freeways and busy streets and create a major network connection that serves multiple neighborhoods that have been traditionally left out of active transportation infrastructure investments. Taken together, this investment will dramatically expand access to opportunities for some of our most traditionally under-served communities.

- *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).

First, 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.

Second, we will measure safety 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.

Third, 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

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. This project has been identified as a high priority in multiple locally-adopted plans, including Portland's Pedestrian Master Plan, Bicycle Plan for 2030, Cully Plan, Transportation System Plan, and Comprehensive Plan. It was also identified as part of the bikeway network in the Regional Active Transportation Plan and was included in the project list in the adopted 2014 Regional Transportation Plan. In order to support extensive and inclusive community engagement, PBOT has added an additional \$100,000 to the attached cost estimate; this additional funding will support community engagement for project development, construction, demand management, and project measurement.

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. Multiple 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
 - \$5,996,306
- RFFA funding request by project phase:
 - PE: \$884,446
 - ROW: \$294,815
 - Construction: \$1,768,892
 - TDM: \$50,000
- Local match or other funds
 - \$2,998,153 (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?*

This project will directly provide accessible north-south walking and bicycling access to and through Cully, home to the most diverse census tract in the State of Oregon. The proposed project will serve multiple equity communities who live in the surrounding area. According to 2014 ACS data for adjacent census tracts, this project would benefit 984 (29.8%) low-income households, 1,664 (21%) non-white residents, 275 (3.5%) people with low English proficiency, 1,131 (14.2%) people with disabilities, and 1,648 (20.8%) youth. According to Metro data, the project would benefit areas with higher than the regional average concentrations of non-white people, low-income people, people with low English proficiency, and youth. The composite index of EJ and Underserved populations shows the Cully neighborhood just west of 72nd as having a significantly higher concentration than the regional average. Cully has particularly high concentrations of Hispanic and Native American residents and business owners, and these communities are very active in working to improve the neighborhood, with community organizations such as NAYA, Verde, Living Cully, and Hacienda CDC. These organizations, as well as Title 1 schools and Sacajawea Head Start, have identified NE 72nd Ave as one the highest priorities for sidewalk infill to serve low-income students and families who need low-cost transportation options that reduce the need to use or own a car. People of color in Cully are also

actively promoting bicycling as a healthy and low-cost way to get around the neighborhood, as evidenced by the work of ABC (Andando en Bicicletas en Cully) and the Community Cycling Center.

This project would provide a key north-south bicycle route connecting to nearby destinations and frequent transit lines as well as to Portland's wider bicycle network, including the rest of the Seventies Bikeway that was recently funded and runs all the way south to the Springwater Corridor. This will provide dramatically greater access to jobs and educational opportunities for these diverse communities who rely on non-auto modes of travel but have deficient infrastructure. According to the Metro Mobility Equity Analysis, the Roseway area surrounding NE 72nd Ave has below average proximity to bicycle facilities, and the Cully neighborhood has significantly below average proximity to sidewalks. According to the Metro Services Equity Analysis, the Sandy/72nd area contains a higher than average concentration of essential services, while the Cully neighborhood has a lower than average concentration. This means the proposed project will provide a way for people in Cully to access the services they need without needing to own or operate an expensive automobile.

The project will also serve people with disabilities in the area (Metro data shows high numbers of bus ramp deployments and LIFT paratransit calls in the area), who currently lack any accessible route through the Cully neighborhood, have difficulty accessing frequent transit lines on Killingsworth and Sandy, and have been excluded from enjoying the tree-lined heritage parkway median in Roseway. Under the Americans with Disabilities Act, transportation agencies are required to provide equivalent access to transportation facilities and open space amenities, and this project will address that need for this critical corridor.

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 Cully and Roseway neighborhoods have experienced higher-than-average levels of fatal and severe crashes, partly as a result of limited connectivity that concentrates traffic on relatively few wide, high-speed, high-volume roadways. According to Metro data for 2007 to 2011, there were pedestrian/bicycle and all modes crash hotspots around Killingsworth/72nd and Sandy/72nd. Combined with a lack of sidewalks, enhanced crossings, and low-stress bicycle facilities, this situation makes residents, students, and employees in the area feel unsafe despite high walking and bicycling demand because there are too many potential conflicts with motor vehicle traffic. Because so many streets are unpaved and indirect, people do not have many options to use parallel routes on side streets. NE 72nd Ave provides a direct route from Sandy/Fremont to Killingsworth and the future Cully Park, so improving this street is a critical way to provide a safe route through the neighborhood. Currently, people walking along NE 72nd Ave in Cully have to walk on an unpaved shoulder that is often blocked by standing water or parked cars, and people bicycling through Cully and Roseway have to share the lane with unacceptably high volumes of traffic with no room for passing. This project will provide fully separated pedestrian and bicycle facilities, with low-stress crossings added at key intersections and signal modifications at Prescott and Sandy to reduce conflicts with vehicles. At Mason & 72nd, this

project will also address a lack of safe east-west pedestrian/bicycle crossings of the heritage parkway median by adding fully separated sidewalks and marked crosswalks.

It will also provide a safe alternative to NE 82nd Ave, a designated High Crash Network roadway and one of the only other options for north-south travel in the area. NE 82nd Ave, also known as Highway 213, is a state-owned 5-lane arterial with no bicycle facilities, deficient sidewalks, and few enhanced crossings. By providing a fully-separated alternative walking and bicycling route, people will be able to travel north-south without fear of conflicts, but will still be able to take advantage of east-west routes to access destinations along 82nd Ave. The impact of this project in this respect is even more significant when considered as part of the longer Seventies Bikeway, which closely parallels 82nd Ave from Killingsworth to the Springwater Corridor and which is entirely funded except for this proposed segment. According to the Metro Cycle Zone analysis for Cycle Zone 36, bikeway density and connectivity are lower than surrounding areas, even though bicycling potential is very high. This project will help this cycle zone reach that potential.

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

The proposed project will provide access to the heart of the historic Roseway commercial district along NE Sandy Blvd, including a grocery store, drug store, and a variety of other shops and services. This is one of the few commercial districts within a walking or bicycling distance of the Cully neighborhood, and offers the kinds of basic goods and services that people need to meet their daily needs. It is also an affordable small-business district, with many older commercial buildings that are home to a high concentration of Vietnamese and other businesses owned by and catering to people of color. Sandy Blvd is also an important transit hub, with the frequent number 12 bus line serving Parkrose to the northeast and Central City to the southwest and the number 24 bus line on Fremont serving Gateway Transit Center to the east and Legacy Emanuel Hospital to the east. By providing access to these transit lines, the proposed project will expand low-cost access to opportunities.

This project will also serve a concentration of community-focused destinations in the area where NE Cully Blvd, NE 72nd Ave, and NE Killingsworth St all come together. Hacienda CDC, a community development corporation specifically serving Latino families, is located near the north end of this project. Living Cully Plaza is also at this location, and is planned to provide family-wage jobs and community space where there was once a collection of adult-oriented businesses that was seen as detrimental to the community. As this area develops, the need for a pedestrian and bicycle connection on NE 72nd Ave will be even greater than it already is. NE Killingsworth St also offers the most frequent bus line in the TriMet system, the line 72, which provides access west to inner NE and Swan Island, and southeast to 82nd Ave and ultimately Clackamas Town Center.

The proposed pedestrian/bicycle parkway will also provide safe routes to multiple schools serving children from low-income families, including Title 1 public school Scott Elementary, Sacajawea Head Start (serving 850 low-income 3 to 4 year olds), and the Community Transitional School (serving children who are homeless or at risk). Head Start Sacajawea, in particular, suffers from a lack of safe routes due to a disconnected street grid with long blocks and few sidewalks in its vicinity. Students at

this school have few options other than to walk or bike on the side of the road with no separation from traffic. The project will address the safe routes to school need by providing a north-south active transportation facility with crossings that intersect with east-west streets that provide access to the schools.

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

The newly adopted Portland Comprehensive Plan established a system of Centers and Corridors to guide where housing and employment growth and density should be concentrated. The NE 72nd Ave project would provide a high-quality, low-stress pedestrian and bicycle route connecting the Roseway and Cully Neighborhood Centers. According to the Comprehensive Plan, “Neighborhood Centers are smaller, sometimes village-like centers that include a mixture of higher density commercial and residential buildings. Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.” These two Neighborhood Centers have a high amount of under-utilized property on large lots that is zoned for high-density mixed-use development and is ripe for housing and employment growth. According to the Comprehensive Plan forecast for the year 2035, housing units within a half-mile of this project are expected to grow from 4,926 to 5,589, while jobs within a half-mile are expected to grow from 2,524 to 3,810. However, active transportation investments are needed to support this growth.

These Neighborhood Centers are currently well-served by frequent transit service, but do not yet have adequate pedestrian and bicycle access from adjacent neighborhoods. The lack of such access currently limits the potential for growth in these Neighborhood Centers. The Cully and Roseway neighborhoods also have high potential for growth in so-called “missing middle” housing, in which single-dwelling zones accommodate greater density through accessory dwelling units, duplexes, cottage housing, and skinny houses on narrow lots. There are also multiple affordable housing developments that have either been built already or are in the pipeline in the Cully area, including a potential affordable housing development east of 72nd Ave near Sacajawea Park.

This project would also provide Cully, Roseway, and other neighborhoods along the longer Seventies Bikeway with direct access to the Columbia Corridor employment area, one of the highest concentrations of blue-collar living-wage jobs in the region. The northern end of the project reaches a large swathe of industrial/employment land between Hwy 30 Bypass and Columbia Blvd that includes several major opportunity sites for industrial development. The lack of low-cost transportation options to access these kinds of jobs has been identified by the City as a major barrier to employment opportunities for many of our equity communities, and this project would address this need.

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).*

NE 72nd Ave from Killingsworth to Sandy is designated as a Regional Bikeway in the Regional Active Transportation (RATP), and as a City Bikeway in Portland’s Bicycle Plan for 2030 and Transportation System Plan (TSP), but currently lacks any bicycle facilities. The segment from Killingsworth to Prescott is a center-strip two-lane roadway with no paved shoulders, while the segment from Prescott to Sandy is a couplet of narrow one-way roadways with on-street parking and limited passing opportunities. The entire length from Killingsworth to Sandy carries traffic volumes well in excess of accepted guidelines for shared-roadway bicycle facilities, so fully-separated bicycle facilities are needed to fill this gap and implement the Regional Bikeway classification on NE 72nd Ave. Along with other segments already funded through other sources, this project will complete the last remaining gap in the 70s Bikeway from Killingsworth to the Springwater Corridor, which is entirely a combination of Bicycle Parkway and Regional Bikeway in the RATP, and is designated as a future ped/bike “Enhanced Greenway Corridor” in the Comprehensive Plan. The project will also construct a high-quality bicycle crossing at NE Mason St, building a key component of a designated east-west Major City Bikeway in the Bicycle Plan for 2030 that crosses NE 72nd Ave. This bikeway is also shown in the RATP as a Bicycle Parkway (note: the RATP shows it on Skidmore, but the adopted Cully Plan later moved the bikeway classification one block south to Mason). Finally, the bikeway will include a safe and direct crossing of NE Sandy Blvd, which presents a major barrier to bicycle connectivity, especially at the complex intersection of Sandy, Fremont, and 72nd. The crossing will include signal phasing modifications with turning movement restrictions to completely eliminate vehicle/bicycle conflicts.

NE 72nd Ave is not included in the RATP as part of the regional pedestrian network, but it is classified as a City Walkway in the Portland Pedestrian Master Plan and TSP. This project would fill a major gap in the local pedestrian network from Killingsworth to Prescott, where there are no sidewalks at present and no available alternative routes due to unpaved local streets and missing sidewalks. This project was identified as a priority project in the 1998 Pedestrian Master Plan and the recently-adopted TSP, and has been identified as a high priority by the Sacajawea Head Start School and community groups such as Living Cully, Verde, and Hacienda CDC. The project would also address a deficiency in the City Walkway from Prescott to Sandy, where there are sidewalks on one side of each couplet street but not in the tree-lined heritage parkway median. This lack of pedestrian access, especially for people with disabilities, means that many people are unable to enjoy this historic open space amenity.

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?*

Pedestrian Elements: The proposed project will add sidewalk where none currently exists along the west side of NE 72nd Ave from Killingsworth to Prescott (currently an unpaved shoulder with no curb), within the wide median of NE 72nd Ave from Prescott to Sandy (currently grass, with no curb ramps or paved pathways), and east-west on Mason St where it crosses the 72nd Ave median (currently 60-foot curb-to-curb with no sidewalk). The new sidewalk will be built with a clear zone of 6 feet with a 4-foot planting strip (for a total width of 10 feet) alongside a two-way bike path from Prescott to Sumner. It will be built as a multi-use path within the median from Sandy to Prescott, and along the west side of NE 72nd Ave from Sumner to Killingsworth where right-of-way is constrained. The project will include

pedestrian crossings added at several locations (every north-south crossing along the median, east-west crossings at Mason and Alberta), and will include wayfinding elements throughout and lighting and benches along the Roseway median section.

Bicycle Elements: The proposed project will include a separated multi-use trail parallel to the roadway from Sandy to Prescott and from Sumner to Killingsworth. The middle section from Prescott to Sumner has sufficient right-of-way to construct separate pedestrian and bicycle facilities, so that section will feature a two-way raised bikeway with a 4' planting strip as a buffer from the roadway. The project will also include bike priority treatments at intersections and crossings (particularly at Prescott and Sandy signals), new crossing treatments throughout, wayfinding and street markings to indicate where bicyclists should ride and how to get to destinations, and lighting at intersections along the median where existing street lighting is not sufficient.

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

The project completes a direct last-mile pedestrian/bicycle connection north from the frequent, high-ridership Line 12 bus on NE Sandy Blvd to the Columbia Corridor employment area north of US 30 Bypass. This area offers living-wage industrial job opportunities for transit-dependent communities of concern, but a lack of walking and bicycling facilities limits these opportunities.

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, building off the successful Metro RTO-funded Living Cully Walks program. 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 \$2,998,153 in City of Portland Transportation System Development Charge (TSDC) funds, for a 50% local match against the total project cost. The project is on the adopted TSDC project list and the City of Portland has more than adequate TSDC 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?*

A high-quality pedestrian and bicycle route along NE 72nd Ave, especially when combined with the rest of the Seventies Bikeway to the south (already funded through other sources), will provide an active transportation alternative to congested thoroughways like NE Killingsworth St (US30 Bypass), 82nd Ave (Hwy 213), and I-205. These thoroughways are part of Regional Mobility Corridor 7, from Gateway to Clark County. 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, NE Killingsworth St and NE 82nd Ave experience moderate congestion in the PM peak, while I-205 experiences severe congestion in both the AM and PM peak.

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. Specifically, the need for sidewalks on 72nd Ave was identified as a high priority in the adopted Cully Plan, and PBOT has been working ever since to develop a feasible concept design and identify funding opportunities.

- *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.*

This project proposal did not require coordination with other transportation agencies. NE 72nd Ave is a City of Portland right-of-way and this project would not impact any other agency facilities.