



## Active Transportation & Complete Streets Projects

**Name of Project** NE Halsey Safety and Access to Transit: Pedestrian and Bikeway Improvements

*(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. NE Halsey St corridor from NE 65<sup>th</sup> Ave to NE 92<sup>nd</sup> Ave in City of Portland.
- Beginning facility or milepost. NE Halsey St & NE 65<sup>th</sup> Ave
- Ending facility or milepost. NE Halsey St & 92<sup>nd</sup> Ave
- *Provide a brief description of the project elements.*  
NE Halsey is a High Crash Network street and a street TriMet has identified for more frequent future transit service. This project would focus on the 82nd Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd, a bikeway on Halsey from 65th to 92nd, and multi-use path connection from the 82nd Ave. MAX station to the future I-205 undercrossing.
- *City.* Portland
- *County.* Multnomah

#### Base project information

- *Corresponding RTP project number(s) for the nominated project.*
  - 10312: Banfield LRT Stations, NE/SE: Pedestrian Improvements
  - 10320: Halsey, NE (39<sup>th</sup> – I-205): Bikeway
  - 11559: NE Halsey Safety Improvements
- *Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).*  
See attached.

#### Purpose and Need Statement

NE Halsey St in the vicinity of the 82<sup>nd</sup> Ave MAX Station Area has long been identified as an area in need of active transportation improvements to enhance safety and comfort of people walking, bicycling, and accessing this transit hub. NE Halsey St is on the City of Portland's High Crash Network for all modes, identified through the Vision Zero planning effort, and has major sidewalk and bikeway gaps that add to the limited connectivity caused by the freeway-style overpasses over I-84 and I-205. The Line 77 bus on

Halsey has been identified by TriMet for future frequency improvements, but access to bus stops is limited by missing sidewalks, deficient signals and crossings, and other barriers to walking and bicycling. The complete lack of sidewalks on NE Jonesmore St and NE Halsey St from the 82<sup>nd</sup> Ave MAX Station to NE 92<sup>nd</sup> Ave is of particular concern for pedestrian connectivity, since there is existing demand to access the Halsey/Weidler commercial district across I-205, and high future demand to access Gateway Green. Funding has been secured for a multi-use path under I-205 from Halsey/92<sup>nd</sup> to Gateway Green, as well as a bikeway on the Halsey overpass over I-205 to the Gateway Regional Center, but without a high-quality pedestrian and bicycle connection from 92<sup>nd</sup> west to the 82<sup>nd</sup> Ave MAX Station and beyond, these facilities will not adequately provide east-west mobility and access to transit.

The 82<sup>nd</sup> Ave MAX Station area itself has also been the focus of a great deal of planning around how to improve safety and access to transit and help the area reach its potential as a transit-oriented station area community. The 82<sup>nd</sup> MAX Station, built in 1986 at the intersection of Halsey, 82<sup>nd</sup> Ave (Hwy 213), and I-84, has always been a successful transfer point between bus and MAX but has been difficult to access from surrounding neighborhoods and commercial areas by foot or by bike. The MAX Station, Line 72, and Line 77 come together at this location and are all disproportionately used by equity communities (low-income, people of color, people with disabilities), but opportunities to access to surrounding jobs and other destinations are limited due to deficient infrastructure. 82<sup>nd</sup> Ave is a designated High Crash Network state highway with deficient sidewalks, no bicycle facilities, and high traffic speeds and volumes. The Halsey overpass breaks the pedestrian/bicycle grid in a way that forces out-of-direction travel when trying to access the MAX station, and a lack of sidewalks and crossings on surrounding streets makes it a forbidding environment for people walking and biking to essential destinations and services. For example, JOIN, a non-profit offering essential services and outreach to homeless families, is located very close to the 82<sup>nd</sup> Ave MAX Station as the crow flies, but transit riders trying to get to JOIN by a direct path have to cut through a parking lot and cross a busy street at a location with high speeds and poor sightlines. The 2009 Eastside MAX Station Area Communities Plan identified a number of priority improvements in the area, but to date few of these recommendations have been implemented.

The in-process Growing Transit Communities Plan, funded by a Transportation Growth Management grant, has identified a number of high-priority ped/bike mobility and access to transit improvements along the Halsey corridor designed to complement the planned increase in bus service on the Line 77. One major element of this RFF grant request is a high-quality bikeway on Halsey from 65<sup>th</sup> to 92<sup>nd</sup>, crossing multiple freeway overpasses and connecting directly to the funded I-205 undercrossing path to Gateway Green and I-205 overcrossing bikeway to the Halsey/Weidler business district, which itself is set to receive a major investment from PDC in the form of enhanced crossings and protected bike lanes. This bikeway would also intersect with the funded north-south Seventies Neighborhood Greenway, adding to the value of this bicycle network investment by providing an east-west route, and would include connections to the 82<sup>nd</sup> Ave MAX Station. The project also addresses major gaps and deficiencies in the pedestrian network. First, the project would build a multi-use path connection on the south side of Halsey/Jonesmore from 82<sup>nd</sup> to 92<sup>nd</sup>, with targeted sidewalk infill on the north side to reach intersecting local streets, enhanced bus stops, and enhanced crossings. Second, the project would upgrade a deficient pathway connection underneath the Halsey overpass, adding width and lighting, and would modify the traffic signal at 82<sup>nd</sup>/Jonesmore to provide protected pedestrian/bicycle signal phasing at this busy crossing. Finally, the project would include

intersection redesigns to improve pedestrian safety at Halsey/68<sup>th</sup> serving the Juvenile Justice Center and at Halsey/80<sup>th</sup> serving JOIN.

- *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. 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. 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**

- *Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology.*  
See attached cost estimate.
- *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 that is eligible to be used for a portion of the cost of capacity-enhancing projects. In order to support extensive and inclusive community engagement, PBOT has added an additional \$80,000 to the attached cost estimate; this additional funding will support community engagement for project development, construction, demand management, and project measurement.

Elements of this project have been identified as priorities in multiple locally-adopted plans, including Portland's Pedestrian Master Plan, Bicycle Plan for 2030, Eastside MAX Station Communities Plan, and

Transportation System Plan. It also addresses gaps and deficiencies in the pedestrian network in the Regional Active Transportation Plan and addresses multiple projects in the adopted 2014 Regional Transportation Plan.

Political and community support is high for this project, especially after recent public outreach conducted for the Growing Transit Communities Plan in partnership with TriMet. 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
  - \$5,160,000
- RFFA funding request by project phase:
  - PE: \$883,920
  - ROW: \$147,320
  - Construction: \$1,915,160
  - TDM: \$46,400
- Local match or other funds
  - \$2,167,200 (42%)

#### **Map of project area**

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

#### **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 are 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 completed 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 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 proposed project will serve equity communities who live in the surrounding area. According to 2014 ACS data for adjacent census tracts, these projects would benefit 2,314 (31.3%) low-income households, 4,380 (25.4%) non-white residents, 400 (2.3%) people with low English proficiency, 1,568 (9.1%) people with disabilities, and 3,321 (19.2%) 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 neighborhood just northeast of the 82<sup>nd</sup> Ave MAX Station as having a significantly higher concentration than the regional average. The project will also benefit the large numbers of transit riders on the Line 77, Line 72, and MAX Lines that converge at NE 82<sup>nd</sup> Ave & Jonesmore/Halsey who have origins or destinations in the area. The 82<sup>nd</sup> Ave MAX Station Area is a

very heavily-used transfer point between transit lines, but a severe lack of walking and bicycling connectivity in the area limits the ability for transit riders to access jobs and services along the Halsey St and 82<sup>nd</sup> Ave corridors, or for residents in the area to access transit to travel elsewhere in the region. Even people living or working within walking distance of the MAX Station often do not feel safe enough to do so, meaning they must rely on expensive automobile use or add travel time by taking the bus to transfer to the MAX despite the short distance.

Research has consistently shown that transit riders are disproportionately likely to have lower income, lower English proficiency, be people of color, and be younger or older than the regional average. These populations are more likely to be car-free or car-lite households, and are the ones who would most benefit from being able to avoid the high costs of car ownership and operation. This is borne out by TriMet's 2016 on-board survey, which shows that 45% of weekday trips on the Line 72 and 77 were made by people of color, 53% of trips were made by low-income people, and 35% of trips were made by people from carless households. By offering greater access to transit through pedestrian and bicycle facilities and crossings, this project will help these communities of concern access opportunities to needed jobs and services to improve their livelihoods.

Bus ramp deployments are very high in the area immediately surrounding the 82<sup>nd</sup> Ave MAX Station, so this project will also benefit people with disabilities who want to access nearby destinations. Most notably, this project will create a safe and accessible route from the 82<sup>nd</sup> Ave MAX Station to JOIN, a homeless outreach center that provides services like showers and storage, and helps connect people to housing opportunities. JOIN has reported that their clients, many of whom have disabilities, very often rely on transit to get to their building but face daunting barriers going the short distance from the MAX Station Area to JOIN. There is no accessible route to NE 81<sup>st</sup> Ave & Halsey St where JOIN is located, and there is no safe crossing of NE 81<sup>st</sup> Ave, which curves south from Halsey in a way that encourages high speeds and limits sightlines. This project would construct sidewalk infill, enhanced crossings, and a mini-roundabout intersection redesign to enhance safety for all modes and provide accessible access to JOIN and other nearby destinations. Another benefit to people with disabilities will be the creation of an accessible route from the MAX Station to Gateway Green, a major open space amenity that is currently being developed by Portland Parks and Recreation. PBOT has funding for a multi-use path undercrossing of I-205 to access Gateway Green and the I-205 Path, but without this proposed project there will still be a gap from 82<sup>nd</sup> to 92<sup>nd</sup>.

- 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?*

NE Halsey St and NE 82<sup>nd</sup> Ave are both designated High Crash Network corridors identified through PBOT's Vision Zero planning work, and have numerous high-crash intersections in the 82<sup>nd</sup> MAX Station Area due to design issues such as complex roadway geometry, permissive turns at signals, ubiquitous passing lanes, wide turning radii at many locations, limited pedestrian crossing opportunities, and missing sidewalks and bike lanes. NE Halsey St crosses I-84 (twice), NE 82<sup>nd</sup> Ave, and I-205 over a relatively short distance, and each of these crossings represents a major barrier to pedestrian/bicycle

connectivity because they are designed for high-speed, high-volume traffic and either have deficient ped/bike facilities or no facilities at all. Analysis of existing conditions highlights the level of need for this area. According to the Metro analysis for the 82<sup>nd</sup> Ave Pedestrian District, the area gets relatively low scores on pedestrian crashes, sidewalk completion, signalized crossings, connectivity, and people and places. Similarly, the Halsey Pedestrian Corridor gets low scores on auto speeds and lanes, signalized crossings, and street connectivity. 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.

The 82<sup>nd</sup> & Jonesmore intersection has been prone to a high number of pedestrian/vehicle crashes due to the high volumes of transit riders who want to cross 82<sup>nd</sup> Ave to transfer between transit lines. Several years ago, a barrier was constructed to prevent pedestrians from crossing mid-block, but conflicts between pedestrians and left-turning vehicles have still been reported and observed at the southern leg of the 82<sup>nd</sup> & Jonesmore signalized intersection. This project will address this issue by separating pedestrians and bicycles crossing from vehicles through a signal modification that provides separated signal phasing. NE Halsey St west of 82<sup>nd</sup> has four lanes of traffic next to curb-tight sidewalks, and only a single enhanced crossing at 74<sup>th</sup>. This leads to unsafe pedestrian crossings, especially at transit stops where people need to access both directions. The complex intersections at 68<sup>th</sup> (where a freeway ramp feeds into Halsey) and 81<sup>st</sup> (where Halsey splits into the overpass and 81<sup>st</sup>) have been particularly high-conflict intersections where demand is high due to adjacent destinations like the Juvenile Justice Center and JOIN. The section of NE Halsey St east of 82<sup>nd</sup> has no sidewalks at all, or even a shoulder for people to walk on, despite a clear desire line from 82<sup>nd</sup> to 92<sup>nd</sup> to access the sidewalk on the overpass over I-205 to Gateway Regional Center, a desire line that will grow even stronger when the I-205 Undercrossing to Gateway Green is completed. The lack of bicycle facilities on NE Halsey St is also a major safety concern, since it will continue to grow in popularity as a bike route when a funded bikeway from 92<sup>nd</sup> to 100<sup>th</sup> opens along with protected bike lanes in the nearby Halsey/Weidler couplet in Gateway (in 2017), and when the funded I-205 Undercrossing opens to provide access to the I-205 Path and Gateway Green (in 2020/2021).

The proposed project will address all of these safety concerns and serve the high levels of pedestrian and bicycle demand in the Halsey corridor by redesigning intersections at 68<sup>th</sup> and 81<sup>st</sup>, doing a “road diet” lane reconfiguration with bike lanes from 65<sup>th</sup> to 80<sup>th</sup>, adding a two-way bicycle facility across the overpass, and building a multi-use path with crossings and spot sidewalk infill from Jonesmore/82<sup>nd</sup> to 92<sup>nd</sup>. The project will also include neighborhood greenway connections to the surrounding network and an upgrade of the existing pathway from 81<sup>st</sup> to 82<sup>nd</sup> under the Halsey overpass.

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

First, the project will directly serve the 82<sup>nd</sup> Ave MAX Station Area, a high-ridership transit hub where multiple bus and MAX lines come together. By adding bikeways and pedestrian routes east and west of this area, more people will be able to access this transit hub and access nearby housing, jobs, and services. Second, the project will provide a long-needed safety improvement at Halsey & 68<sup>th</sup>, where a

complex intersection with high-speed traffic and no enhanced crossing makes it difficult for employees and family members riding transit to access the Donald E Long Home Juvenile Detention Facility, a major facility that serves as the primary juvenile detention center for both Multnomah and Clackamas Counties. Third, the project will construct sidewalk infill and crossing improvements to assist families who are homeless to reach JOIN, which offers crucial services and support to those most in need. Fourth, the project will provide a safe and accessible walking and biking route east to major destinations like the future Gateway Green, the Halsey/Weidler business district in Gateway Regional Center, and Gateway Transit Center via the I-205 Path. By providing this access, the project will help to break down the major barrier that I-205 has created between Gateway and surrounding neighborhoods. Finally, the project will provide safe routes on major streets serving multiple schools, including Title 1 public schools like Lee and Vestal K-8 as well as Madison High School.

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

The 82<sup>nd</sup> Ave MAX Station Area has long been planned for dense, mixed-use, transit-oriented development, but it has failed to reach its potential in the absence of investment in pedestrian and bicycle infrastructure. The 2009 Eastside MAX Station Area Communities Report envisioned a set of land use changes and transportation investments that would work together to help the area achieve this potential. The recently-adopted Portland Comprehensive Plan has followed through with high-density mixed-use land use designations and zoning, especially along the 82<sup>nd</sup> Ave Civic Corridor. The area surrounding the MAX station has been changed from General Commercial (a more auto-oriented designation) to Mixed Use – Civic Corridor (a more transit-oriented designation). The current zoning proposal targets the area south of I-84 for mid-rise mixed-use residential/commercial buildings, the area north of I-84 for mid-rise commercial (office/retail) buildings, and area along Halsey west of 82<sup>nd</sup> for light industrial and office use. Much of the property around the 82<sup>nd</sup> MAX Station Area is very under-utilized, with large surface parking lots and low-rise buildings, so the potential for redevelopment is high. According to the Comprehensive Plan forecast for the year 2035, housing units within a half-mile of this project are expected to grow from 7426 to 9438, while jobs within a half-mile are expected to grow from 4842 to 7468. However, active transportation investments are needed to support this growth. Without transportation investments to make walking and bicycling more attractive, especially surrounding 82<sup>nd</sup> Ave, future development will likely continue to be low-density and auto-oriented.

**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 Halsey St in the proposed project area (from 65<sup>th</sup> Ave to 92<sup>nd</sup> Ave) is designated as a Pedestrian Parkway in the Regional Active Transportation (RATP), and as a City Walkway in Portland’s Pedestrian Master Plan and Transportation System Plan (TSP). While sidewalks are currently provided from 65<sup>th</sup> to 81<sup>st</sup>, they are directly alongside four lanes of high-speed traffic and do not meet the aspirations of the

Pedestrian Parkway classification. Enhanced pedestrian crossings are widely spaced and not provided at important transit stops like the ones at 68<sup>th</sup> Ave that serve the Juvenile Justice Center or at 81<sup>st</sup> that serve JOIN. There is currently no sidewalk at all on the east side of 81<sup>st</sup> Ave where it curves and becomes Halsey St, despite it being a clear desire line for pedestrians accessing the 82<sup>nd</sup> Ave MAX Station using an existing pathway along I-84. The proposed project would address these deficiencies through additional crossings, intersection redesigns, and a lane reconfiguration that would lower speeds and provide a bike lane buffer between pedestrians and motor vehicles. There are also no sidewalks provided along NE Jonesmore St or NE Halsey St from the 82<sup>nd</sup> Ave MAX Station to 92<sup>nd</sup> Ave. Filling this gap is critical because it would connect the 82<sup>nd</sup> MAX Station to the sidewalk on the Halsey/I-205 overpass heading to the Gateway Regional Center and would also connect to the funded I-205 Undercrossing multi-use path to Gateway Green. Given the high number of unpaved streets and lack of sidewalks in the area, this gap represents a major barrier in the pedestrian network. This project would address this gap by building a multi-use path along the south side of Jonesmore and Halsey, along with crossing improvements and some sidewalk infill on the north side.

The future Sullivan's Gulch Trail alignment along I-84 is a Pedestrian Parkway and Bicycle Parkway in the RATP, and this project would build a short section of the Trail that runs from NE 81<sup>st</sup> Ave to the southeast corner of 82<sup>nd</sup> & Jonesmore underneath the Halsey/I-84 overpass. There is currently a concrete sidewalk running underneath the overpass, but the narrow width and lack of lighting makes it an unattractive connection, with reported personal safety concerns. In addition, the traffic signal at 82<sup>nd</sup> & Jonesmore has been a high-crash intersection with conflicts between the busy pedestrian crossing on the south side of the intersection and left-turning vehicles from Jonesmore to 82<sup>nd</sup>. The current traffic signal design also does not facilitate east-west bicycle crossings. The proposed project would address these deficiencies by upgrading the existing sidewalk to a standard multi-use path, with pedestrian-scaled lighting and pavement markings. It would also modify the signal at 82<sup>nd</sup> & Jonesmore to allow a conflict-free east-west pedestrian and bicycle crossing phase. In addition, the proposed multi-use path on the south side of Jonesmore/Halsey from 82<sup>nd</sup> to 92<sup>nd</sup> would connect with the funded portion of the Sullivan's Gulch Trail under I-205 to Gateway Green and the I-205 Path, so it would essentially fill a gap in the Sullivan's Gulch Bicycle Parkway despite using a different alignment. Given the continued unwillingness of Union Pacific Railroad to allow the Sullivan's Gulch Trail to be built in their right-of-way in this area, this strategy is the best way to fill this major gap in the pedestrian and bicycle networks, at least on an interim basis.

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 provide a dramatically improved user experience when compared to existing conditions along NE Halsey St and around the 82<sup>nd</sup> Ave MAX Station. It will improve the pedestrian experience by adding sidewalks and multi-use paths in high-priority locations to address critical gaps in the pedestrian network, adding crossings at transit stops and reducing crossing distance at existing crossings, improving transit stops, modifying the signalized intersection of 82<sup>nd</sup> & Jonesmore, and undertaking arterial traffic calming measures including a road diet on Halsey, an intersection redesign

where the freeway ramp enters Halsey at 68<sup>th</sup>, and a mini-roundabout at the complex intersection of Halsey & 81st. This will eliminate pedestrian network gaps that act as major barriers, and will mitigate the effect of 82<sup>nd</sup> and Halsey as barriers to pedestrians trying to cross the street.

The project will improve the bicyclist user experience by added buffered bike lanes on Halsey from 65<sup>th</sup> to 80<sup>th</sup>, a two-way protected bike lane on the Halsey/I-84 overpass, a multi-use path on Jonesmore/Halsey from 81<sup>st</sup> to 92<sup>nd</sup> (including a portion of Sullivan’s Gulch Trail), and neighborhood greenway connections to the surrounding bicycle network. It will also include improved bicycle crossing treatments at multiple locations, including special signal phasing to eliminate conflicts at the 82<sup>nd</sup>/Jonesmore intersection, and will include way-finding and street markings.

See attached Appendix C checklist for more details on anticipated design treatments.

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 area is well-served by transit lines (77 and 72 bus lines, Green/Blue/Red MAX), but it can be difficult to access nearby employment areas by walking or bicycling from transit due to missing pedestrian and bicycle facilities. Many employment areas are located along Halsey, I-84, and 82<sup>nd</sup> Ave, offering industrial, office, and service jobs that provide living-wage opportunities to transit-dependent communities of concern. This project would improve the last-mile connection to the following employment areas:

- The Donald E Long Juvenile Detention Center
- The area bounded by I-84, 63<sup>rd</sup> Ave, and Halsey St, including Providence Home Services
- The area along 82<sup>nd</sup> Ave near I-84 (hotels, a private school, office buildings, retail)
- The area surrounding Halsey & 92<sup>nd</sup> (industrial uses)

**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).*

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 party emails, selective advertising, press releases, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory committees, 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. Pedestrian and bicycle wayfinding will be developed in coordination with community groups and Portland Parks and Recreation with information on nearby neighborhood, commercial, and open space destinations. Outreach and education activities will be coordinated with community organizations, 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 \$2,167,200 in City of Portland Transportation System Development Charge (TSDC) funds, for a 42% local match against the total project cost. The project will be added to the 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 bikeway along Halsey St, along with pedestrian improvements along Halsey and around the 82<sup>nd</sup> Ave MAX Station, will provide an active transportation alternative to congested roadways in Regional Mobility Corridor 5 such as Halsey, Glisan, and I-84. 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 Halsey St and NE Glisan St experience moderate congestion on certain segments in the PM peak, while I-84 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 ongoing planning efforts and bureau commitments. Specifically, many specific project elements were identified through the Eastside MAX Station Area Communities Report (adopted in 2009) and the Growing Transit Communities Plan (currently in process).

- *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 has coordinated with ODOT Region 1 staff regarding the 68<sup>th</sup>/Halsey intersection redesign (near a freeway off-ramp) and the 82<sup>nd</sup>/Jonesmore signal modification, which were developed through the ODOT-funded Growing Transit Communities Plan. 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.

PBOT has also coordinated closely with TriMet to ensure that all project elements preserve or enhance transit stops, stations, and operational performance. TriMet has been a close partner with PBOT in the Growing Transit Communities Plan, which has identified these improvements.