



Active Transportation & Complete Streets Projects

Name of Project Jade and Montavilla Connected Centers

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.
Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. The Jade District center is located along 82nd Ave between roughly SE Division St and SE Powell Blvd, SE 75th Ave and I-205. The Montavilla center is along 82nd Ave, center on the SE Stark and SE Washington couplet from roughly 75th Ave to I-205.
- Beginning facility or milepost.
This project involves multiple facilities within the Jade and Montavilla centers.
Jade District projects beginning points: SE Woodward and SE 75th Ave;
Montavilla projects beginning point SE Washington and 75th Ave.
- Ending facility or milepost.
This project involves multiple facilities within the Jade and Montavilla centers.
Jade District projects ending point SE Clinton and 87th Ave
Montavilla projects ending point SE Washington and I-205 multi-use path.
- Provide a brief description of the project elements.
Jade District Improvements:
 1. Street, sidewalk and lighting on SE Clinton between 82nd Ave and 87th Ave.
 2. Sidewalks on portions of SE 85th between Powell and Division to fill gaps of missing sidewalk. Add lighting at Division. Minor improvements to the 80's Neighborhood Greenway on SE 85th Ave between Division and Powell to address segments exceeding recommended volumes or speed per the 2015 PBOT Neighborhood Greenway Guidelines.
 3. (3 and 4, or 5) SE Woodward Neighborhood Greenway improvements from approximately 75th/78th to 85th Ave. Either improve the route along SE Tibbetts to SE Brooklyn (5) or SE Woodward to SE Brooklyn (3 and 4). Either includes a jog on 82nd Ave for roughly half a block with a two-way bike path combined with the sidewalk behind existing curb.
 - Enhanced crossings of arterials, locations to be determined.Montavilla Improvements:
 6. Add Separated Bike Lane with physical protection on SE Washington from 72nd to 92nd Ave/ I-205 multi-use path.
 7. (7 or 8) Preferably reconfigure left turn movements from 82nd to the Stark/Washington couplet to reduce neighborhood cut-through traffic impacts on local streets, particularly SE Alder. Or

alternatively, construct sidewalk, lighting, curb and drainage on SE Alder from 82nd to 84th Ave where cut-through traffic is problematic currently. (7)

9. Enhanced crossings of arterials, including SE Washington and Stark at 84th and 86th.

- City (ies). City of Portland
- County(ies). Multnomah County

Base project information

- Corresponding RTP project number(s) for the nominated project.
 - 11193: Citywide Sidewalk Infill Program
 - 11191: Citywide Bicycle Boulevards
 - 11572: Powell-Division Safety and Access to Transit
 - 10289: Division St, SE (60th – I-205): Multimodal Improvements, Phase 2
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).
- 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 purpose of this project is to help create healthy, connected Neighborhood Centers in the Jade District and Montavilla, so that people can safely reach their daily needs within a 20 minute walk or bike ride, use more mass transit and active transportation, reduce their energy use and mitigate climate change. This is envisioned in the Portland Comprehensive Plan 2035. The intent is to also support implementing the two Station Communities envisioned around the I-205 MAX stations in the Region 2040 Growth Concept, where the Jade District is located.

The Jade District and Montavilla are far from being the envisioned healthy, connected Centers or Station Communities. Both centers are surrounded and severed by busy multi-lane arterials. 82nd Ave, Powell, Division, and Stark are all High Crash Corridors with high crash intersections. Metro has identified these streets as barriers to non-auto travel. Many bus stops serving these centers have very high transit ridership and high numbers ramp deployments to serve people who use wheelchairs, especially along 82nd Ave, SE Division and SE Powell. Currently, in the Jade District there is not a single route in and out of the interior neighborhood that has continuous sidewalks. There are large blocks with poor connectivity. The few through streets have segments of missing sidewalk, corners that don't meet ADA and segments of unimproved dirt roads with large potholes/puddles that serve as barriers to all.

The project is focused on building and improving critical walking and biking connections to and through the Jade District and Montavilla to serve the multiple existing high concentrations of Environmental Justice and underserved communities. The specific improvements included in this project were selected because they were identified as important by community members in these Centers. The key priority routes were identified through engagement with the Jade District Neighborhood Prosperity Initiative, APANO, 82nd Ave Improvement Coalition, Montavilla Neighborhood Association, among others and targeted language-based outreach.

The purpose is in part to help realize the vision and urban design opportunity concept for the Jade District captured in the [Portland Local Action Plan](#) for the Powell-Division Transit and Development Project:

“The Jade District is a bustling Neighborhood Center that is a hub for diverse residents and businesses. A welcoming pedestrian environment on 82nd Ave and throughout the neighborhoods to the east provides excellent access to homes and businesses, supporting a vibrant main street between Division St and Powell Blvd—the commercial heart of the Jade District. Places for community gatherings provide opportunities for people to relax and recreate inside and out. Continued growth and investment at Portland Community College provide options for learning and business development. The Jade District maintains its unique community character and racial and ethnic diversity; and provides affordable living options in a service rich environment for people of all ages, backgrounds and incomes.”

- Attach a completed Active Transportation Design checklist (Appendix C).
- 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 the sidewalk and pathway improvements. However, traffic volumes and patterns are expected to change with two scope elements, traffic calming on SE 85th Ave along the 80’s Neighborhood Greenway and reconfiguring the left turn movements from 82nd to the Stark/Washington couplet to reduce neighborhood cut-through traffic impacts on local streets. 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. 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.*

Please find the attached cost estimate using an alternative PBOT cost methodology. The cost estimate was determined by engineers in the Civil Design Services and Traffic Design Services sections, based on a scope jointly developed by planners and engineers familiar with the project area. The cost estimate is based on a preliminary assessment of existing conditions and conceptual designs using PBOT design standards and guidelines. The estimate accounts for construction costs based on itemized costs and calculated quantities. Project Management, Design Engineering, Construction Management, Overhead and Contingency are added as a percentage of the construction cost based on experience with past projects. Additional \$160,000 budget has been

added to the attached cost estimate for additional targeted Community Engagement during Project Development and Construction, Demand Management, and Project Measurement/Evaluation.

The project has a high level of readiness and funding for the project can be obligated within the allotted timeframe. The elements of this project are ready to receive funding and have been scoped sufficient enough to begin NEPA environmental work and enter preliminary engineering. 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. If funded with 2019-2021 RFF, this project would be completed and complement the planned Powell-Division BRT project and the 70's Neighborhood Greenway that crosses both the Jade District on 79th and Montavilla on 80th Ave. Both are anticipated to be complete in 2021.

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. Elements of this project have been identified as priorities in multiple locally-adopted plans. APANO and the 82nd Ave Improvement Coalition wrote letters of support for this grant application. Members of both groups were involved in identifying improvements that were included in this project scope and grant application. In addition, TriMet provided a letter of support for this grant application recognizing the benefits it can bring to improving access to transit, particularly the Powell-Division Transit and Development Project.

The attached detailed cost estimate sheets include the separate cost of individual project scope elements. A couple of these sub-project items are alternate and design route options if the preferred option is found to not be feasible during the preliminary design phase. Most notably, this is the case for the SE Woodward Neighborhood Greenway route between 75th Ave and 82nd Ave. The preferred route is SE Tibbetts to 82nd to SE Brooklyn. However, SE Woodward is an acceptable alternate route. The more expensive of the two routes, SE Tibbetts, is included in the total cost estimate.

- Total project cost
 - \$7,883,000
- RFFA funding request by project phase:
 - PE: \$1,158,450
 - ROW: \$193,075
 - Construction: \$2,509,975
 - TDM: \$80,000
- Local match or other funds
 - \$3,941,500 (50%)

Map of project area

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

Project sponsor agency

- Contact information (phone # & email) for:
- Application lead staff:
April Bertelsen (503-823-6177; april.bertelsen@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 status of some of the bureau's projects are listed below.

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 Portland Bureau of Transportation 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?*

In aggregate, this project will serve large numbers of people in the Jade District and Montavilla and high concentrations of targeted Environmental Justice and underserved communities. The demographics for households and persons in absolute numbers and percentages are displayed in the table below for the Census Tracts within and near the Jade District and Montavilla. To highlight, 36 percent (4,335) of the households have low incomes. Non-white persons accounts for 30.7 percent (9,249) of the population.

Jade District & Montavilla Population Demographics

Total population in adjacent census tracts	30,103	
Total Households	12,028	
Low income households (less than \$35k)	4,335	36.0%
LEP persons	1,120	3.7%
Non-white persons	9,249	30.7%
Young (under 18) persons	6,288	20.9%
Elderly (over 65) persons	3,709	12.3%
Persons with disabilities	3,582	11.9%

Source: 2014 five-year American Community Survey

Many of the connections provide low-stress, accessible, family and age friendly alternative routes to busy arterials and enhance crossings of the busy arterials to help access transit and destinations. These improvements will most benefit the people who live in or adjacent to these centers, as well as people who take transit, walk or bike to the district to access jobs, education opportunities and daily services.

The targeted Environmental Justice and underserved communities listed below are statistically more likely to not drive and instead depend upon walking, biking and transit. The currently auto-dominated roadways, lack of complete sidewalks, infrequent enhanced crossing and substandard or missing biking facilities limit the opportunities to walk, bike and access transit. For people who have no choice but to do so, they are left with walking and biking through the mud or on road shoulders or walking long distances out of direction. There are frequent barriers that block people with disabilities from traveling throughout the centers. This project will help change these conditions and provide accessible, walkable, bikeable routes to and through these centers to better serve people of all ages and abilities.

In the Jade District, this project will directly serve two Census Tracts with significantly above average concentrations of Environmental Justice and underserved communities, based on the 2016-18 RFFA - Equity Analysis – Demographics Maps. The project area is also surrounded by Census Tracts with above average concentrations of Environmental Justice and underserved communities.

- **Non-White.** The Census Tract at the center of Jade District has significantly above average concentrations and surrounded by Census Tracts with above average concentrations.
- **Low-income households.** The Tract south of Powell has significantly above average concentrations. The center of the Jade District and surrounding Tracts have above average concentrations.

- **Low English Proficiency households.** The Tracts southwest of Powell and 82nd Ave have significantly above average concentrations. The Tract at the center of the Jade District has above average concentrations.
- **Elderly.** The Census Tracts south of Powell have above average concentrations.
- **Young.** The Tract at the center of Jade District has significantly above average concentrations and the Census Tract north of Division has above average concentrations.

In Montavilla, this project will directly serve one Census Tract west of 82nd with above average concentrations of Environmental Justice and underserved communities.

- **Non-White.** Tracts southeast of Washington & 82nd Ave have above average concentrations.
- **Low-income households.** The Tracts northwest of Washington and 82nd Ave have significantly above average concentrations. Nearby Census Tracts have above average.
- **Low English Proficiency households.** The Tracts southeast of Washington and 82nd Ave and northwest of Washington and 82nd Ave have above average concentrations.
- **Elderly.** The Tract southwest of Washington and 82nd has above average concentrations.
- **Young.** The Tract northeast of Washington and 82nd has above average concentrations.

In addition, the City of Portland and Metro are working on community stabilization efforts to help prevent involuntary displacement. The Portland Local Action Plan for the Powell-Division corridor is the City's community development component of the Powell-Division Transit and Development project. It focuses on getting more and better affordable housing along the corridor, especially in and around East Portland, and making sure the project benefits current businesses and residents. The intent is to address housing and economic development issues in the corridor, while synchronizing investments with construction of the transit project and other infrastructure investments. Over the next five years, the plan aims to generate 300 affordable housing units, improve multi-dwelling standards and strengthen tenant protections. On the economic development side, the goal is to provide business assistance and retention services (i.e., prevent displacement of local businesses) and improve access to jobs for residents along the corridor from outer Southeast Portland to the Gresham border. This includes in the Jade District. The Portland Housing Bureau is currently seeking properties along the Powell-Division corridor to build affordable housing and meet this 300-unit target. Metro has already purchased the Furniture Store site at SE Division and 82nd Ave and will develop it with affordable housing.

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?*

82nd Ave, Powell, Division, and Stark are all designated High Crash Network corridors identified through PBOT's Vision Zero planning work, with high-crash intersections in the Jade District and Montavilla at 82nd Ave & Division, Powell, Stark, and Washington. Metro safety maps also show ped/bike crash hotspots along 82nd Ave, Division, Powell, and Stark/Washington in the project area.

Many of the walking and biking connections improved in this project will provide low-stress, family and age friendly alternative routes to busy arterials and enhance crossings of the busy arterials to help access transit and destinations: protected bike lanes on Washington will help to make travel by bike and foot safer by keeping fast-moving cars further from vulnerable road users; paved streets and new multiuse paths leading to and along 82nd Ave will provide clearer and safer space designations for pedestrians, bicyclists, and drivers; improving sidewalks and lighting on walking

and biking routes adjacent to 82nd Ave and SE Division St will provide safer and lower stress alternative routes for those walking and biking.

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

These connections will provide access to transit, as well as schools, parks, grocery stores, and other essential daily services in the Jade District and Montavilla centers. Currently, in the Jade District there is not a single route in and out of the interior neighborhood that has continuous sidewalks. This project would build continuous accessible sidewalks on 85th Ave between Powell and Division and on SE Clinton from 82nd to 87th Ave. This will allow residents to walk/roll to Harrison Park Elementary and Middle School north of Division and Franklin High School and Eastport Plaza south of Powell. It will also provide access to and from Frequent Service transit, future BRT, Portland Community College, Fubonn Shopping Center, Winco Food shopping center, culturally specific restaurants, clinics and daily services along 82nd Ave, Division and Powell. The Woodward or Tibbetts Neighborhood Greenway would help connect west to Kellogg Middle School.

The improvements in Montavilla, particularly the separated bike lane on SE Washington, will provide access to and from the Main Street along Stark/Washington, including the Montavilla Farmer’s Market, a hardwood store, Academy Theater, retail shops, several restaurants and a future grocery store coming soon on 82nd Ave.

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

This project will improve and serve two growing Neighborhood Centers, Jade District and Montavilla, as designated in the Portland 2035 Comprehensive Plan. In addition, 82nd Ave which passes through both centers is designated a Civic Corridor. The Jade District and Montavilla Centers are already home to many businesses, Portland Community College, single-family and multi-family homes. Both Centers are forecasted to grow significantly. The table below displays the current number of households and 2035 forecasted households and employment.

Jade District & Montavilla Households & Employment

Current housing units within a half mile	11,573
Projected 2035 housing units within a half mile	16,362
Current jobs within a half mile	8,752
Projected 2035 jobs within a half mile	14,314

2035 Forecast Source: Portland Comprehensive Plan Growth Scenario

In the 2035 Comprehensive Plan Update, Centers and Corridors are part of the City’s preferred growth scenario. Centers are envisioned as places with concentrations of commercial and community services, housing, gathering places, and transit. Centers provide services to surrounding neighborhoods and are a focus of housing and job growth. Corridors are envisioned as Major city streets with new growth that offer critical multi-modal connections to centers, commercial services, jobs and housing options. Achieving this plan of Corridors and Centers requires many changes on the ground in the Jade District and Montavilla given there are many existing substandard public rights-of-way. This project will build many of the priority walking and biking connections needed to support the Comprehensive Plan and the forecasted growth in households and employment.

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).*

This project will complete a gap in the [Regional Active Transportation Network](#). SE Stark is designated a [Regional Bikeway](#) east of 76th Ave. However, no bike lane exists there today. This project proposes a separated bike lane with a raised protection between SE 72nd and I-205. This project will make improvements within the SE Powell Blvd and 82nd Ave Focus Area identified in the [TriMet Pedestrian Network Analysis Report](#). This is one of ten Focus Areas prioritized within the TriMet service district. This project will improve walking route connecting to both Powell Blvd and 82nd Ave, enabling residents and visitors to better access businesses and transit from the adjacent neighborhoods.

In addition, in the [Portland TSP Stage 2 Update Recommended Draft](#), the SE Woodward Neighborhood Greenway is designated as a Major City Bikeway connecting to the I-205 Path and MAX station. The 80's Neighborhood Greenway and Stark/Washington couplet are designated as City Bikeways. City Council adoption of the TSP Update is anticipated Fall 2016.

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 Separated, Protected Bike Lane on SE Washington from 72nd to I-205 will include a 16-inch wide raised curb between the motor vehicle travel lane and bike lane. This involves removal of on-street parking on one side only. The segment west of 76th Ave will have K-rail (Jersey barrier) separation and will be a pedestrian and cyclist facility, and involves removal of a travel lane without no significant traffic impact. Bike lanes with physical protection separation for cyclists provide a higher level of safety and comfort for people. Research has found providing physical separation increases cycling and attracts new riders.

Many of the other walking and biking connections improved in this project will provide low-stress, family and age friendly alternative routes to busy arterials and enhance crossings of the busy arterials to help access transit and destinations. This includes the SE Woodward Neighborhood Greenway, 80's Neighborhood Greenway and SE Clinton from 82nd to 87th Ave. These routes all have segments of missing sidewalk, corners that don't meet ADA and segments of unimproved dirt roads with large potholes/puddles that would be improved with sidewalks, curb ramps and paved low volume, low speed roadways. Currently, the Woodward bikeway detours around two unimproved blocks. SE Woodward would be improved in the block between 78th and 79th with two 12' multi-use paths separated by a vegetated median for pedestrians and cyclists. This would provide diversion to keep motor vehicle volumes low.

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 will build sidewalks, crossings and bike improvements along Neighborhood Greenways to complete multiple last mile connections between transit stops and jobs in these Centers.

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. The TDM elements may include wayfinding for all neighborhood greenway and bicycle route facilities with information on nearby neighborhood and commercial destinations. Coordinated outreach activities with community organizations, including guided walks, bicycle rides, and targeted awareness campaigns (Portland SmartTrips).

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

The local funding of \$3,941,500 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. If funded with 2019-2021 RFF, this project would be completed at the same time and complement the planned Powell-Division BRT project and the 70's Neighborhood Greenway that crosses both the Jade District on 79th and Montavilla on 80th Ave. Both projects are anticipated to be complete in 2021.

10. *How will the proposed project provide people with improved options to driving in a congested corridor?* Several very congested corridors intersect the Jade District and Montavilla, most notably 82nd Ave, SE Division, SE Powell Blvd, I-205, and I-84. Building this project will improve walking and biking connections and provide low-stress, family and age friendly alternative routes to busy arterials and enhance crossings of the busy arterials to help access transit and destinations. This project contains elements that will make walking and biking more accessible, convenient, comfortable and safe and encourage more people to make trips by walking, biking and transit. This project includes building

sidewalks where they are missing, improving neighborhood Greenway routes that are substandard or missing segments, separated, protected bike lanes where there is no facility today, add enhanced crossings where there are long distances between marked crosswalks and build streets with sidewalks where there is dirt, gravel, large potholes and a small lake today.

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, the project elements in the Jade District were identified through the [Portland Local Action](#) for the Powell-Division Transit and Development Project. It was adopted unanimously by Portland City Council on July 27, 2016. Metro and the City of Portland partnered together to conduct inclusive, targeted, language-based outreach during the planning process. Staff solicited feedback from residents that live in the Jade District received through targeted non-English language outreach to Non-white populations and seniors conducted during the planning. Many of the connections in this project are in the urban design opportunity area concept for the Jade district in the Portland Location Action Plan (page 16-17). Many of the improvements are also part of the [Jade District Visioning Report](#).

Elements of the project in Montavilla were identified together with community members based on early outreach and input during the 82nd Avenue of the Roses Implementation Plan led by ODOT. City of Portland staff is participating in the ODOT planning process and beginning a coordinated planning effort for the 82nd Ave Study: Understanding Barriers to Development plan. This City-led is funded with a Metro CPDG grant 2016-2018. PBOT will continue seeking community input and refine the project scope during these plan processes.

- *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 individual elements of this scope that cross 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 for elements of the project that fall under their jurisdiction. This includes, most notably, modifications to existing signals on 82nd Ave, any enhanced crossings and the two-way bike path combined with the sidewalk behind existing curb where the Neighborhood Greenway must jog on 82nd Ave between the off-set streets to reach SE Brooklyn. The project includes two route options for the SE Woodward Neighborhood Greenway to cross 82nd Ave, including the existing signal at SE Woodward. This provides us with options for addressing any issues that may arise during design and increases the likelihood of receiving ODOT approval.

In addition, we coordinated with TriMet. They provided a letter of support for this grant application recognizing the benefits it can bring to improving access to transit, particularly the Powell-Division Transit and Development Project. Many elements of this project were identified during joint outreach in the Jade District for the Powell-Division Transit and Development Project and companion Portland Local Action Plan.