



Active Transportation & Complete Streets Projects

Name of Project: North Portland Greenway Trail: St. Johns Connections

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. North Portland Greenway Trail; including improvements to N Reno Ave, N Bruce Ave, N Baltimore St, N Edison St, N Crawford St, and N Pittsburg St; and a multi-use trail through Baltimore Woods and Cathedral Park.
- Beginning facility or milepost. Pier Park: intersection of N Bruce Ave and N James St.
- Ending facility or milepost. Willamette Greenway and Cathedral Park, and St. Johns Town Center (intersection of N Baltimore Ave and N Ivanhoe St).
- Provide a brief description of the project elements. The project will consist of neighborhood greenways, sidewalks, and off-street multi-use pathways.
- City (ies). Portland
- County(ies). Multnomah

Base Project Information

- Corresponding RTP project number(s) for the nominated project.
 - 11641: North Portland Greenway Segment 2
- Public Engagement and Non-Discrimination Checklist: Please refer to Appendix A.
- Purpose and need statement:

Comprising the northern extents of the Willamette River Greenway, the planned North Portland Greenway Trail will provide a 10.5-mile continuous nonmotorized transportation and recreation trail from downtown Portland's Eastbank Esplanade to Kelley Point Park. The Willamette River is the centerpiece of the City of Portland, a valued resource that shapes history, landscape, economy, and culture. The Willamette River Greenway originated in 1967 as a grant program to acquire land for state parks along the Willamette River from Eugene to Portland, transforming in 1975 to Statewide Planning Goal 15, Willamette River Greenway, with a stated purpose: *"To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway."* The North Portland Greenway Trail fills one of the largest trail gaps in the 40-Mile Loop trail by connecting residents to the river, downtown Portland, employment opportunities, recreation opportunities, natural areas, and each other. In addition to its identification in the City of Portland *River Plan/North Reach* (2010), a trail along the Willamette River is also identified in:

- *Transportation System Plan*, City of Portland Bureau of Transportation (2007)
- *Portland Bicycle Plan for 2030*, City of Portland Bureau of Transportation (2010)
- *Parks 2020 Vision*, City of Portland Parks & Recreation Bureau (2001)
- *Recreational Trails Strategy*, City of Portland Parks & Recreation Bureau (2006)
- *Regional Trails and Greenways*, Metro (2014)

Approximately 3.8 miles of North Portland Greenway Trail are completed. This Regional Flexible Funds Allocation application seeks grant funding for design and construction of 1.6 miles of design-ready high quality bikeway and pedestrian improvements, including sections of North Portland Greenway Trail Segment 2 and additional key connections to St. Johns Town Center. St. Johns is one of Portland's fastest-growing and diverse neighborhoods, absorbing a healthy share of Portland's population growth with new multi-family dwellings since the 1990s. Improvements will complete a trail gap between Pier Park and Willamette Greenway, and will consist of neighborhood greenways, sidewalks, and off-street multi-use pathways. This critical connection advances completion of the North Portland Greenway Trail, a trail of statewide significance, and will serve transportation and recreation demand for the economically and ethnically diverse St. Johns neighborhood. This project will increase bicycling and walking by providing a safe and comfortable route through the neighborhood; and provide active transportation and recreation between higher-density residential neighborhoods and employment areas, Sitton Elementary School, Pier Park, Cathedral Park, and Baltimore Woods Natural Area.

- Active Transportation Design Checklist: Please refer to Appendix C.
- Description of post implementation measurement of project effectiveness: The primary measure of success for this project would be an increase in bicycle and pedestrian use throughout the project corridor. Current conditions do not allow for safe pedestrian and bicyclist use of the roads and trails throughout the entire trail/road corridor. Portland Bureau of Transportation (PBOT) and Portland Parks and Recreation (PP&R) will conduct pre- and post-project traffic and trail 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, the applicant will measure safety by evaluating pre- and post-project traffic crash data. Traffic crash information will be monitored for early performance. The best data analysis takes place at least three years' post-project, therefore, PBOT will monitor to compare pre- and post- crash data in 3- and 5-year evaluations.

PBOT and PP&R will also gather user experience information. PBOT and PP&R will conduct pre- and post-project intercept surveys on the trail and affected streets. The survey will provide opinion and user data on comfort, safety, and convenience of walking and bicycling along the trail and treated roadways, and evaluate who the trail and road improvements are primarily serving (local residents, regional residents, and local employees).

Project Cost and Funding Request Summary

- 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. In 2013 PP&R, Oregon Department of Transportation (ODOT), Metro, and other partners completed the *North Portland Greenway Trail Alignment Plan Eastbank Esplanade to Kelley Point Park* plan, which provides project guidance. The project cost estimate was determined by engineers in the Civil Design Services and Traffic Design Services sections at PBOT, based on a detailed 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 match funding of \$727,420 will come from a combination of PP&R and PBOT System Development Charges (SDCs) in the 2019-2021 timeframe for the multi-use regional trail section of this project. Elements of this project have been identified as priorities in multiple locally-adopted plans, including the *Portland Transportation System Plan (2007)*, *Portland Bicycle Plan for 2030, (2010)*, *Parks 2020 Vision (2001)*, *Recreational Trails Strategy (2006)*, and the *2014 Regional Active Transportation Plan*. This project is part of a long-term plan that outlines a 10.5-mile regional trail with many components supported by volunteers, sponsors, neighborhood organizations, local government and private business. Political and community support is high for this project, and many community partners were included in the planning and design of this project, including the Friends of Baltimore Woods and the St. Johns Neighborhood Association. Additional community partners include the 40-Mile Loop Land Trust and npGreenway, an advocacy group whose goal is to link North Portland neighborhoods with the Willamette River for recreation and access to jobs, the Cathedral Park Neighborhood Association, and local businesses including Daimler and Adidas America.

- Total project cost: \$3,637,100
- RFFA funding request by project phase:

P.E.	\$801,600
ROW	\$133,600
Construction	\$1,736,800
Design improvements (e.g., signage; additional tree plantings and landscaping)	\$173,680
Additional Community Engagement for Project Development, Construction, Demand Management, and Project Measurement	\$64,000

- Local match or other funds: \$727,420 (20%)

Map of Project Area

Please refer to the attached map.

Project Sponsor Agency

- Contact information:
- Application lead staff: Maya Agarwal, (503) 823-2507, Maya.Agarwal@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:

PBOT 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. PBOT 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 PBOT has been able to identify funding to deliver the projects.

PBOT 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:

- a. N. Lombard/St. Louis/Ivanhoe/Philadelphia intersection project (Construction Phase completed in 2012).
 - b. 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).
 - c. North Time Oil Road-Burgard Street Intersection Project (2014/15 RFFA. Awaiting notice to proceed from FHWA).
 - d. Going to the Island Freight Improvement Project (2014/15 RFFA. Design Phase to be completed in 2017 and Construction completed in 2019).
 - e. 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).
 - f. 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. PBOT 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 project is located in a culturally diverse and lower-income residential community, and serves the St. Johns Town Center. The project will serve approximately 15,556 people that live within the St. Johns and Cathedral Park neighborhoods, and is more specifically located within US Census Tracts 41.01 and 42, which contain 10,175 people. Additionally, the project is part of the regional trail system, and will be available to the estimated population of 632,309 residents within Portland, and connect to the larger Portland Metropolitan population of 1,556,300.

The project will benefit the following populations:

<p><i>Low-Income</i></p>	<ul style="list-style-type: none"> ▪ Both US Census Tracts that the project is located within are above the regional average percent populations in poverty (6.73%); ▪ Medium Income by US Census Tract (41.01 and 42) is \$14,960 – \$55,280 (among the lowest in region). The median household income within both US Census Tracts (\$39,292 and \$43,707) is below the regional median income of \$56,722. ▪ The elementary school, the middle school, and high school within the project area are identified as Title 1A Schools, and are part of the Portland Public Schools Community Eligibility Provision (CEP) program. CEP schools provide breakfasts and lunches to all students at no charge during the school year. ▪ This project will provide improved bicycle and pedestrian access to Sitton Elementary school students and provide an affordable, healthy option for commuting and access to regional trail facilities. ▪ Many low income populations don't have access to personal automobiles. The project will assist them with safely using alternative transportation such as walking or cycling to get to work, and in getting to transit options within the neighborhood.
<p><i>Low-English Proficiency</i></p>	<ul style="list-style-type: none"> • 22.56% of the population in the project area (5 years old and over) speak a language other than English at home, and 7.93% speak English less than "very well". This indicates that many of the residents may be new to the area and may have difficulties in communicating, understanding, and getting to transportation options and finding their way around. The project will include easy-to-understand regional wayfinding signage and assist these populations in finding their way around the community.
<p><i>Non-White</i></p>	<ul style="list-style-type: none"> ▪ 63.6% of people in the St. Johns neighborhood identified as "white alone" in the 2010 census (36.4% as non-white). This is higher than the percentage of non-white in the City of Portland overall, which is 27.7% (The National Equity Atlas) and the Portland Metropolitan Regional Average Percent Populations of Color (20.75% [Regional Equity Atlas]). ▪ The project is located in North Portland (US Census Tract 41.01), which contains a workforce population with a significantly higher and growing percentage of African-American (12%) and Latino population (24%) and lower-income households compared with the rest of Multnomah County, which has a 6% African-American population and a 10% Latino populations (TIGER grant, 2013).
<p><i>Youth</i></p>	<ul style="list-style-type: none"> ▪ 24.68% of people within the St. Johns neighborhood are under 17 years old (2010 Census profile for St. Johns neighborhood). This is higher than the Regional Average Percent Youth of 23.68% (Ages 0-17, Regional Equity Atlas). These youth, who are unable to drive, will be able to use the project's improvements to safely access parks, schools, and community resources.
<p><i>Persons with Disabilities</i></p>	<ul style="list-style-type: none"> ▪ 14.9% of the population (in US Census Tract 41.01 and 42) reported living with a disability in the 2010-2014 American Community Survey 5-year estimate. This project will assist those living with a disability by making it easier to move through the

	neighborhood, be seen by traffic, and be safe. Specifically, the project will give this population a transportation alternative that will reduce conflicts with traffic. It will also facilitate access to transit options throughout the project area.
<i>Employees</i>	<ul style="list-style-type: none"> The project will also assist employees in the Rivergate Industrial District, just north of the project area, in choosing non-automobile routes to work. There are nearly 100 businesses in Rivergate, and a 2011 study by Martin Associates showed the area supports 3,451 direct jobs, 1,380 induced jobs, and 2,416 indirect jobs, for a total of 7,247 jobs. The project will give these employees a safer alternative mode of travel into work that is not currently available.

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 project will make people feel safer by improving the bicycle and pedestrian amenities along the project corridor (i.e. a new section of multi-use regional trail, signage, crossing markings, new off-street trails) and will minimize the amount of interface between bicycles and pedestrians with vehicles. The new proposed routes will offer safe options for travel. Currently there is a high level of freight traffic that travels through the St. Johns and Cathedral Park neighborhoods to and along Highway 30, North Lombard Street, and North Decatur Street, to access west Portland, I-5, the industrial area and port to the north. This area is identified as a high crash area for auto-pedestrian conflicts in the Metro Atlas of Mobility Corridors, Rivergate to I-5. This project identifies and improves alternate corridors for pedestrian and bicycle traffic and improves intersections for safety along and through the corridor.

Bicycling and Walking Demand: Currently the trails, sidewalks, and bike facilities in the project area are underdeveloped. The North Portland Greenway Trail is unpaved through the proposed Baltimore Woods section. Portland has completed bike counts on the North Portland Greenway Trail 500' south of the Cathedral Park section of the project. Bike counts in September 2015 counted a total of 20 users through a 2-hour period of time, including two bicycles. The applicant estimates that current counts would be similar through the Baltimore Woods section of trail. However, this trail is not currently accessible by bicycle. Completion of the proposed project would increase the length of this built section of regional trail, increasing access and use. Project partners estimate that at completion of the Willamette Greenway Trail, the project area may see similar trail count numbers to the North Willamette Boulevard at Waud Bluff Trail count, which had 170 users during a 2-hour count period in September 2015. The project partners will complete trail counts before and after implementation of the project to show growth in usage and demand for the trail.

Planning Guidance: The project design follows regional planning guidance in the following ways: the project is identified in the following planning documents: *Transportation System Plan*, City of Portland Bureau of Transportation (2007), *Portland Bicycle Plan for 2030*, City of Portland Bureau of Transportation (2010), *Parks 2020 Vision*, City of Portland Parks & Recreation Bureau (2001), *Recreational Trails Strategy*, City of Portland Parks & Recreation Bureau (2006), *Regional Trails and Greenways*, Metro (2014). Specifically, a goal of the *Portland Bicycle Plan for 2030* is that more than a quarter of all trips to be made by bicycling by 2030. This project will assist residents in this neighborhood in making more trips by bicycle.

The project proposes neighborhood greenway improvements on 6,600 linear feet of roadway on the following streets: N Reno Ave, N Bruce Ave, N Baltimore St, N Edison St, N Crawford St, and N Pittsburg St. The project design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists, making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

Safety improvements include bicycle priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes), medians and crossing treatments, wayfinding, and street markings.

Safety improvements also include providing a multi-use regional trail through Baltimore Woods Natural Area and improving the trail within Cathedral Park. The trail will be a minimum 12’ trail width (plus 2’ graded shoulder on side). Current conditions through Baltimore Woods Natural Area include a 1,400-foot-long unpaved social trail. This will be improved to full multi-use regional trail guidelines. In addition, 300 linear feet of trail within Cathedral Park will be improved to full regional multi-use standard. The new multi-use regional trail will include *Intertwine Regional Trail Signage Guidelines (2012)* signage, and interpretive signage, signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians), and the trail will have priority at all local street/driveway crossings.

3. What priority destinations will the proposed project serve? How will the proposed project improve access to these destinations? The project will serve the St. Johns and Cathedral Park neighborhoods, some of Portland’s fastest-growing and more diverse neighborhoods. This area has absorbed a healthy share of Portland’s population growth since the 1990s, and much of the available buildable land is zoned for multi-family dwellings. Improvements will complete a trail gap between Pier Park and the Willamette Greenway, and will consist of neighborhood greenways, sidewalks, and off-street multi-use pathways.

The project will serve the following priority destinations:

<p><i>Mixed Use Centers</i></p>	<p>St. Johns Town Center Measurements:</p> <ul style="list-style-type: none"> ▪ The Metro 2040 Growth Concept identifies St. Johns as a Town Center which provides services to tens of thousands within a two- to three-mile radius. Ready access to transit, one- to three-story buildings for employment and housing, and a strong sense of community identity characterize the St. Johns Town Center. ▪ <i>2014 Regional Active Transportation Plan (Metro)</i>: Identifies St. Johns Town Center area as a Regional Bicycle District and Regional Pedestrian District. ▪ This project will provide additional active transportation options that will assist people in getting to businesses within the St. Johns Main Street area. St. Johns Main Street (SJMS) was founded in 2010 by a group of community activists and visionaries who wanted to spark community revitalization by focusing on St. Johns’ unique downtown area. With the support of Portland Development Commission and the National Main Street Center, SJMS has brought increased vitality to the St. Johns business district through physical improvement projects like new trash cans, refurbished benches, and street sign toppers, and strengthened local businesses through retail promotions and events. 387 businesses are listed in the business directory. PP&R and PBOT will work with the SJMS to promote biking and walking to their businesses and throughout the community.
<p><i>Large Employment Areas</i></p>	<p>Rivergate Industrial Area</p> <ul style="list-style-type: none"> ▪ The project will provide better active transportation access near the Rivergate Industrial Area. Rivergate is Oregon’s primary gateway for international trade, containing about half of the marine terminals on Portland Harbor and 78 percent of its total acreage. Port of Portland Terminals 4, 5, and 6 occupy most of the district’s harbor frontage. These are the Columbia Basin’s primary docks for container cargo, auto imports, and mineral bulk exports. The 4,000-acre industrial area provides manufacturing, transportation and warehouse jobs to a large number of local and regional workers. The proposed project provides smoother alternative transportation access to the Rivergate Industrial Area from the St. Johns Bridge, through Cathedral

	<p>Park, Baltimore Woods Natural Area, and along North Reno Avenue to the industrial area.</p> <ul style="list-style-type: none"> ▪ The entire Rivergate to I-5 area, which encompasses the St. Johns, Cathedral Park, and other neighborhoods connecting the Rivergate Industrial Area to the I-5, provides over 25,500 jobs to the local workforce (Metro Atlas of Mobility Corridors). ▪ A major employer in the area is the University of Portland and other educational services. The University will be served by the future North Portland Greenway regional trail system.
<i>Essential Services</i>	<ul style="list-style-type: none"> ▪ Portland Fire & Rescue Station #22 is located near the proposed bicycle and pedestrian improvements on N Baltimore Avenue. ▪ Sitton Elementary School, a Title IA School, is located within the project area and access to the school for children biking and walking to school will be directly improved by the proposed improvements on N. Reno Avenue.
<i>Parks and Natural Areas, all identified in the "Metro 2040 Growth Concept"</i>	<ul style="list-style-type: none"> ▪ Pier Park (87.43 acres). Project improvements include neighborhood greenway treatments along N. Bruce Avenue, which will provide better bicycle and pedestrian access to the park. The park also has a trail system that connects the North Portland Greenway to Chimney Park (to which PP&R has committed \$300,000 for design and construction of a paved multi-use trail) and a funded bicycle/pedestrian overcrossing over Columbia Boulevard to the St. Johns Prairie (ODOT 2015-2018 STIP Enhance Project). ▪ Cathedral Park (23.31 acres). Project improvements include improving 300 linear feet of paved trail into 12' wide multi-use regional trail standards. ▪ Baltimore Woods Natural Area. Baltimore Woods is a green fringe of oak and maple trees towering over the neighborhood north of Cathedral Park, anchoring the Willamette bluff, standing as a buffer between riverside industry and downtown St. Johns residents, and providing shelter to native plants and animals. This project proposes developing a 1,300 linear foot multi-use trail through the natural area that will allow all people access to this beautiful site, including pedestrians, cyclists, and those in wheelchairs.

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

Housing:

The proposed project is in St. Johns, a Metro-designated 2040 Town Center, and is designated as an area for increased housing densities and commercial development in and around mixed-use areas. Currently there are 63,994 residents in the Rivergate to I-5 area that will have access to the proposed project, and over 10,548 people live in the direct project area (US Census Tracts 41.01 and 42). The neighborhood has seen an increase of housing density through redevelopment in the last few years: between the 2000 and 2010 census, the population density in the St. Johns neighborhood increased 11.2%. There are currently 4,205 households in the neighborhood, and estimated housing units are expected to grow to 5,989 by 2035. The Metro 2014 Urban Grown Report also identifies a number of vacant buildable land sites, and land/properties available for redevelopment in the area that are zoned commercial, industrial, and mixed use. Additionally, the Lombard Street west-east corridor is identified as a prime planned location for mixed-use redevelopment.

The St. Johns / Lombard Neighborhood Plan, adopted by the City in 2004, identifies the following additional goals and policies regarding future density in the neighborhood:

- Strive to retain and attract family-wage jobs on the peninsula.
- Provide opportunities for new housing along the Lombard Main Street and near the St. Johns Town Center.
- Provide for a broad range of housing choices for residents of all ages, income levels, and abilities and foster additional housing development on key sites in downtown St. Johns and the Lombard Main Street by providing incentives for new residential and mixed-use development.

This project will support new, more urban densities in the St. Johns area by providing a section of the North Portland Greenway and neighborhood greenway improvements that will make it easier to choose to walk or bike to destinations within the neighborhood and City.

Employment:

3,669 jobs are projected to be located within ½-mile of the project by 2035. Over 25,550 jobs are provided within the Rivergate to I-5 area, and over 9,183 jobs within the Rivergate Industrial area itself. Rivergate has 550 acres of vacant buildable private land, 30% of the total supply among Portland’s industrial districts (Portland Industrial Districts Atlas), and an additional 290 acres of partly buildable vacant land is affected by floodplain or habitat constraints. This indicates that this area has room for additional employment population in the future.

This project will provide additional bicycle and pedestrian facilities that will help attract new residents and employees in the neighborhood by making it easier to walk, bike, and take public transit, therefore reducing motor vehicle traffic through the neighborhood. Additionally, these improvements will make the area more attractive to new residents that will be able to live, work, and play within the St. Johns and Cathedral Park neighborhoods.

Higher Priority Criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? This project is included as ATP ID# T30, North Portland Willamette Greenway, in the *2014 Regional Active Transportation Plan*. Approximately 3.8 miles of North Portland Greenway is built, and this project will add 1.6 miles to the regional multi-use trail system and neighborhood greenways within the St. Johns and Cathedral Park neighborhoods.

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 design of the project’s on-street and off-street improvements adhere to national design standards for bicycle and pedestrian facilities as defined by the: American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities, 4th Edition (2012)*, Americans with Disabilities Act (ADA) *Standards for Accessible Design, 2010 Edition; Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition*. Additionally, PP&R’s *Trail Design Guidelines for Portland’s Park System (2009)* include design guidelines for trail types that serve multiple uses in a variety of settings. Designing the project to these standards will make bicycle and pedestrian travel safer, faster, and more convenient

by prioritizing bicycle and pedestrian modes. Refer to attached Appendix C checklist for more details on design of this project.

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

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. 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 and PP&R 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 and PP&R 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 and PP&R 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, door-to-door canvassing, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory groups, public workshops, feedback surveys, public events, focus groups, Community Engagement Liaison services and working directly with businesses, neighborhood and cultural organizations and community groups.

After the project is completed, the applicant will use demand management programs to increase public awareness and utilization of the projects. These will include the minimum: Wayfinding for all neighborhood greenway and bicycle route facilities with information on nearby neighborhood and commercial destinations. Coordinated outreach activities with community organizations and employers, including guided walks and bicycle rides and targeted awareness and behavior change 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 investment of regional flexible funds will leverage Portland

Parks and Recreation and Transportation System Development Charge funding in the amount of \$727,420 (20% of total project cost). This funding is available for this project and is certain to be received.

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

The project is within the Metro Atlas of Regional Corridors Area #17, Rivergate to I-5. This area supports interregional travel between the Rivergate industrial District and industrial areas in the Columbia Corridor, Northwest Portland, Portland Central City, Clackamas and Vancouver. There are a number of conflicts in the area currently between freight (on both trucks and trains), automobiles, pedestrians, and cyclists. There are over 25,500 jobs within the area, and 22,773 people traveling into the area to work. Additionally, over 24,224 people travel through the area to work in other parts of the region. This project proposes moving bicyclists and pedestrians off of high auto and freight circulation roads, including North Lombard, onto the proposed North Portland Greenway and by implementing additional neighborhood greenway streets throughout the St. Johns neighborhood. The project implements a bike project that is in the RTP and a gap in the planned bike system. This project will increase bike volumes and add an additional corridor that will increase bike use to local and regional attractions, decreasing the conflict with other uses on the roads.

This project is also identified on the sidewalk completion and pedestrian system planning maps in the Corridor 17 document as gaps in the system.

The intersection of State Highway 30 (Northeast Portland Freeway) North Lombard Street, and Ivanhoe Street, in the 'main street' area of St. Johns neighborhood, is one of the most dangerous intersections and results in a large number of auto and pedestrian accidents. This project proposes intersection improvements through this route, and improvements to alternate roads for pedestrian movement and bicycling. Project partners expect to see 170 bike and pedestrian users a day. Additional users will be added as the entire North Portland Greenway Trail continues to develop. PBOT and PP&R will develop a public engagement plan that will bring greater awareness of the new improvements and additional demand management.

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.

PP&R worked with a number of partners, including ODOT and Metro, to complete the *North Portland Greenway Trail Alignment Plan; Eastbank Esplanade to Kelley Point Park* in 2013. The plan shows 10 percent engineering design for a buildable alignment from Kelley Point Park to the Eastside Esplanade. This project is also identified on the Portland Transportation Plan and the 2014 Regional Active Transportation Plan (Metro) and the Regional Trails Map, and is identified in the PBOT and PP&R System Development Charges Lists. PP&R and Portland Bureau of Transportation chose this project because it met a number of Regional Flexible Fund criteria and serves a large percentage of diverse community members, and helps fill a gap in the regional trail system.

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, 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 Appendix A, 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 measure 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. PBOT narrowed this large list by also considering the specific RFF grant criteria, the availability of match, readiness factors for projects, feedback from PBOT's 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 North Portland Greenway: St. Johns Connections project was identified by its compelling benefits for historically underrepresented populations; connections to priority destinations (residential areas, Sitton School, Rivergate Industrial Area, and St. Johns Town Center); and robust public support.

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.

- 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.

During the *North Portland Greenway Trail Alignment Plan's* development, PP&R kept transportation agencies informed about the project and sought their input, including ODOT, Metro, and PBOT. In addition, the project team sought feedback from Union Pacific Railroad (UPRR) in locations where the proposed alignment could impact UPRR's property or operations. PBOT and PP&R are coordinating on the project details and will continue to work with all project stakeholders throughout implementation.