



## Active Transportation & Complete Streets Projects

### **Name of Project: Connected Cully: NE 72<sup>nd</sup> Ave Pedestrian & Bicycle Parkway**

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

#### **Project Definition**

##### **Project Description**

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

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

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

##### **Base project information**

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

##### **Purpose and Need Statement**

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

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

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

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

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

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

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

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

First, PBOT will conduct pre- and post-project traffic counts that will include bicycle and pedestrian use. Bicycles and pedestrian traffic will be monitored with manual traffic counts. The methodology will be consistent with PBOT's annual Bicycle Count Reports and pedestrian count methodology used for engineering evaluations. Motor vehicle traffic is not expected to change with these sidewalk and pathway improvements.

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

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

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

The project cost estimate was determined by engineers in the Civil Design Services and Traffic Design Services sections at PBOT, based on a scope jointly developed by planners and engineers familiar with the project area. The project has a high level of readiness and funding for the project can be obligated within the allotted timeframe. This project is not expected to have significant environmental impacts and would be eligible for a categorical exclusion under NEPA. The local funding will come from Transportation System Development Charges, an ongoing revenue stream for PBOT. This project has been identified as a high priority in multiple locally-adopted plans, including Portland's Pedestrian Master Plan, Bicycle Plan for 2030, Cully Plan, Transportation System Plan, and Comprehensive Plan. It was also identified as part of the bikeway network in the Regional Active Transportation Plan and was included in the project list in the adopted 2014 Regional Transportation Plan. In order to support extensive and inclusive community engagement, PBOT has added an additional \$100,000 to the attached cost estimate; this additional funding will support community engagement for project development, construction, demand management, and project measurement.

There is strong political and community support for this project. City Council passed Ordinance No. 187954 supporting and directing PBOT to submit this and other RFF grant applications on August 17, 2016. See

attached Ordinance. This grant was prioritized and selected based on input from the City's modal advisory committees and the Transportation Justice Alliance during the Spring and Summer of 2016. Multiple community groups have written letters of support for this grant application, many of whom were involved in identifying improvements that were included in this project scope and grant application.

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

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

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

See attached.

#### **Project sponsor agency**

- Contact information (phone # & email) for:
- Application lead staff: Zef Wagner, 503-823-7164, zef.wagner@portlandoregon.gov
- Project Manager (or assigning manager): Dan Layden, 503-823-2804, dan.layden@portlandoregon.gov
- Project Engineer (or assigning manager): Lola Gailey, 503-823-7563, lola.gailey@portlandoregon.gov
  
- *Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.*  
The Portland Bureau of Transportation is one of the few local agencies in the state that is fully certified by ODOT to deliver federal aid projects and has extensive experience with delivering federal aid projects. The Bureau has successfully delivered federal transportation projects for over 20 years, and was one of the first agencies to become fully certified. The Bureau has delivered a wide range of projects including large bridge projects, active transportation and safe routes to school projects. The large majority of the projects have been delivered on time and on budget. On the few occasions where projects have encountered budget issues the bureau has been able to identify funding to deliver the projects. The bureau has had a few projects that have been delayed mostly due to permitting and right of way issues. For all current projects those issues are resolved and the projects are on track to be delivered.

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

- 1) N. Lombard/St. Louis/Ivanhoe/Philadelphia intersection project (Construction Phase completed in 2012)
  - 2) N. Portland Rd/Columbia Blvd intersection project (2014/15 RFFA. Planning and Design Phase completed in 2013. Construction Phase funded by STIP and will begin in 2017)
  - 3) North Time Oil Road-Burgard Street Intersection Project (2014/15 RFFA. Awaiting notice to proceed from FHWA.
  - 4) Going to the Island Freight Improvement Project (2014/15 RFFA. Design Phase to be completed in 2017 and Construction completed in 2019)
  - 5) South Rivergate Freight improvement Project (2016-18 RFFA. Design Phase to begin in 2016. Project construction will be funded by multiple local and federal funding sources)
  - 6) SE Foster Road (2014-2016 and 2015-2017 RFFA. Design phase underway. Construction to occur in 2017)
- *Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.*

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

### **Highest priority criteria**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Higher priority criteria**

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

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

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

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

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

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

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

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

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

#### **Priority criteria**

8. *How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).*

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

PBOT will keep the public informed, listen to and acknowledge concerns, work with the public to ensure that concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decisions. Where possible, PBOT will look to the public for direct advice and innovation in formulating solutions and will incorporate public advice and recommendations into the decisions to the maximum extent possible. At every opportunity, staff will

conduct culturally-responsive and language-based outreach and engagement especially focused to traditionally underserved communities. Public engagement tools to be used for informing the public may include website, social media updates, interested parties emails, selective advertising, press releases, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory groups, public workshops, feedback surveys, open houses, focus groups, Community Engagement Liaison services and working directly with businesses, neighborhood and cultural organizations and community groups.

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

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

The regional flexible funds invested in this project will leverage \$2,998,153 in City of Portland Transportation System Development Charge (TSDC) funds, for a 50% local match against the total project cost. The project is on the adopted TSDC project list and the City of Portland has more than adequate TSDC funds available to meet this local match obligation, so we declare that this local match is certain to be received.

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

A high-quality pedestrian and bicycle route along NE 72<sup>nd</sup> Ave, especially when combined with the rest of the Seventies Bikeway to the south (already funded through other sources), will provide an active transportation alternative to congested thoroughways like NE Killingsworth St (US30 Bypass), 82<sup>nd</sup> Ave (Hwy 213), and I-205. These thoroughways are part of Regional Mobility Corridor 7, from Gateway to Clark County. People taking shorter trips (one mile or less for walking, three miles or less for bicycling) are especially likely to switch to active transportation rather than drive on congested streets and highways, as long as good facilities are made available. Improved access to transit from this project is also likely to induce more ridership from people who otherwise may choose to drive for longer trips. According to the Atlas of Mobility Corridors, NE Killingsworth St and NE 82<sup>nd</sup> Ave experience moderate congestion in the PM peak, while I-205 experiences severe congestion in both the AM and PM peak.

#### **Process**

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

In the spring of 2014, PBOT staff began the process of forming a Candidate list of Major Projects for inclusion in the Transportation System Plan (TSP). This process began by considering projects

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

When looking for projects to be considered for this funding opportunity, PBOT staff looked to projects identified within the above TSP Major Projects selection process. We narrowed this large list by also considering the specific RFF grant criteria, the availability of match, readiness factors for projects, feedback from PBOTs pedestrian and bicycle advisory committees, feedback from the Transportation Justice Alliance, other City Bureau priorities, and community needs identified not only within the TSP, but also from additional planning efforts and bureau commitments. Specifically, the need for sidewalks on 72<sup>nd</sup> Ave was identified as a high priority in the adopted Cully Plan, and PBOT has been working ever since to develop a feasible concept design and identify funding opportunities.

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

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

## APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

### Public engagement and non-discrimination certification

#### Regional flexible funds 2019-21

#### Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically underrepresented populations. Applications for project implementation are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents.

The completed checklist will aid Metro in its review and evaluation of projects.

#### Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section B), for projects submitted to Metro for consideration for 2019-21 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records do not have to be submitted unless requested by Metro.

Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov) or 503-813-7559.

#### 1. Checklist

##### Transportation or service plan development

- At the beginning of the agency's transportation or service plan, a public engagement plan was developed to encourage broad-based, early and continuing for public involvement.  
**Retained records:** *public engagement plan and/or procedures*
- At the beginning of the agency's transportation or service plan, a jurisdiction-wide demographic analysis was completed to understand the location of communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.  
**Retained records:** *summary of or maps illustrating jurisdiction-wide demographic analysis*
- Public notices included a statement of non-discrimination (Metro can provide a sample).  
**Retained records:** *public engagement reports including/or dated copies of notices*
- Throughout the process, timely and accessible forums for public input were provided.  
**Retained records:** *public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results*

- Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

*Retained records: public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

- Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

*Retained records: public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings*

- Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

*Retained records: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments*

- Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

*Retained records: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list*

## **Project development**

*This part of the checklist is provided in past tense for applications for project implementation funding. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.*

- At the beginning of project development, a public engagement plan was (is budgeted to be) developed to encourage broad-based, early and continuing opportunity for public involvement.

*Retained records: public engagement plan and/or procedures*

- At the beginning of project development, a demographic analysis was (is budgeted to be) completed for the area potentially affected by the project to understand the location of

communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.

**Retained records:** *summary of or maps illustrating demographic analysis*

- Throughout project development, project initiation and requests for input were (will be) sent at least 15 days in advance of the project start, engagement activity or input opportunity.

**Retained records:** *public engagement reports including/or dated copies of notices*

- Throughout project development, public notices included (will include) a statement of non-discrimination.

**Retained records:** *public engagement reports including/or dated copies of notices*

- Throughout project development, timely and accessible forums for public input were (will be) provided.

**Retained records:** *public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results*

- Throughout project development, appropriate interested and affected groups were (will be) identified and contact information was (will be) maintained in order to share project information, updates were (will be) provided for key decision points, and opportunities to engage and comment were (will be) provided.

**Retained records:** *public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

- Throughout and with an analysis at the end of project development, consideration was (will be) given to the benefits and burdens of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

**Retained records:** *staff reports including/or description of identified populations and information about benefits and burdens of the project for them in relation to other residents;*

- There was a finding of inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income

**Submitted records:** *for a finding of inequitable distribution of benefits and burdens, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.*

- Public comments were (will be) considered throughout project development, and comments received on the staff recommendation were (will be) compiled, summarized and responded to, as appropriate.

**Retained records:** public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

- Adequate notification was (will be) provided regarding final adoption of the plan, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included (will include) information and instructions for how to testify, if applicable.

**Retained records:** public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

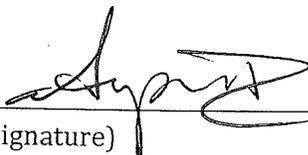
### 2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

### 3. Certification statement

Portland Bureau of Transportation (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:

  
(signature)

Art Pearce, Policy, planning and projects manager  
(name and title)

8/23/16  
(date)

## APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the *Off-Street and Trail Facilities* checklist (item D) at the end of this list. All other projects should use items A – C.

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

### A. Pedestrian Project design elements – check all that apply

***Design elements emphasize separating pedestrians from auto traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and make it easier and more comfortable for people walking to access destinations.***

For every element checked describe existing conditions and proposed features:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
  - There is currently no curb or sidewalk along NE 72<sup>nd</sup> Ave from Killingsworth to Prescott, and there is no sidewalk within the Roseway median (Prescott to Sandy) or along any of the east-west crossings of the median.
  - The proposed project will construct full curb and sidewalk on the west side of NE 72<sup>nd</sup> Ave from Killingsworth to Prescott (built as multi-use path from Killingsworth to Sumner), a multi-use path down the center of the Roseway median, and east-west sidewalk on both sides of NE Mason St crossing 72<sup>nd</sup>.
- Add sidewalk width and/or buffer for a total width of 17 feet (recommended), 10 feet minimum; buffer may be provided by parking on streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000)
- Add sidewalk width and/or buffer for a total width of 10 feet (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 30 mph or less); Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip
- Sidewalk clear zone of 6 feet or more
  - All new sidewalks will be built with a clear zone of 6 feet or more.
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
  - There are no curb ramps providing access to the Roseway median, and no sidewalk exists to the north of Prescott.
  - This project will add curb ramps at each intersection from Sandy to Prescott (with all curb ramps updated at the Mason/72<sup>nd</sup> intersection, and new sidewalks from Prescott to Killingsworth will be constructed with curb ramps at each intersection.
- Add pedestrian crossing at appropriate location
  - All pedestrian crossings are currently unmarked except at traffic signals.
  - Enhanced pedestrian crossings will be added to serve north-south crossings in the Roseway median, east-west crossings at Mason/72<sup>nd</sup>, and east-west crossings at Alberta/72<sup>nd</sup>.
- Re-open closed crosswalks
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance

- Pedestrian crossing distance is currently 60 feet crossing Mason within the Roseway median.
- The proposed intersection treatment at Mason/72<sup>nd</sup> will shorten crossing distance from 60 feet to 24 feet.
- Narrowed travel lanes
- Reduced corner radii (e.g. truck apron)
- Curb extensions
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
  - Pedestrian-scaled lighting will be added along the length of the project, particularly at crosswalks.
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
  - Pedestrian-friendly signal timing will be implemented at Prescott & 72<sup>nd</sup> and Sandy & 72<sup>nd</sup>.
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Wayfinding
  - Wayfinding will be added to help people walking find destinations like Thomas Cully Park, Sacajawea Park, Living Cully Plaza, Hacienda CDC, nearby schools, the Roseway heritage parkway median, and the Sandy business district.
- Benches
  - The project will add benches at key locations along the path in the Roseway heritage parkway median.
- Transit stop amenities or bus stop pads
- Add crosswalk at transit stop
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street

**B. Bicycle Projects design elements**

*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.*

For every element checked describe existing conditions and proposed features:

- On streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000): Buffered bicycle lane, 6 foot bike lane, 3 foot buffer; Protected bikeway with physical separation (e.g. planters, parking); Raised bikeway
  - No bike lanes are currently provided along NE 72<sup>nd</sup> Ave
  - A two-way raised protected bikeway will be provided along the west side of NE 72<sup>nd</sup> Ave from Sumner to Prescott
- Separated multi-use trail parallel to roadway
  - There are currently no bicycle facilities provided along NE 72<sup>nd</sup> Ave
  - A separated multi-use trail will be added along the center of the 72<sup>nd</sup> Ave median from Sandy to Prescott, and along the west side of 72<sup>nd</sup> Ave from Sumner to Killingsworth.
- Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
  - Dedicated bicycle crossings with bike signals will be added at Prescott and Sandy signalized intersections, and turning restrictions will be implemented at Sandy to

reduce vehicle/bicycle conflicts.

- Medians and crossing treatments
  - Pedestrian crossings will also be built as bike-friendly crossings.
- Wayfinding, street markings
  - Thomas Cully Park, Sacajawea Park, Living Cully Plaza, Hacienda CDC, nearby schools, the Roseway heritage parkway median, and the Sandy business district.
  - Street markings will be used to indicate bike-only lanes, and markings will be used on the multi-use path sections to indicate where pedestrians and bicyclists are expected to be.
- Lighting at intersections
  - Pedestrian-scaled lighting will be added along the length of the project, particularly at crosswalks.
- Bicycle boulevard treatment where ADT is less than 3,000 per day: Buffered bicycle lane, 6 foot bike lane, 3 foot buffer

### C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- Turning radius improvements (freight route only)
- Gateway feature
  - Gateway features will be designed in collaboration with the Cully and Roseway neighborhoods to mark the entrance to each neighborhood at 72<sup>nd</sup> & Prescott.
- Street trees
  - Extensive street tree canopy currently exists in the Roseway median section from Sandy to Prescott, but the Cully section from Prescott to Killingsworth has significant gaps in the tree canopy
  - Street trees will be added in the Cully section from Prescott to Killingsworth in the newly-created planting strips.
- ITS elements (i.e. signal timing and speed detection)

### D. Off-Street and Trail Facilities

For every element checked describe existing conditions and proposed features:

- Minimum 12' trail width (plus 2' graded area each side),
- Always maintains minimum 5' separation when adjacent to street **or** never adjacent to street
- All on-street segments include improvements beyond bike lanes (item C, above) **or** no on-street segments
- All street crossings include an appropriate high-visibility crosswalk treatment
- All 4-lane street crossings include appropriate refuge island **or** no 4-lane street crossings
- Frequent access points (generally every ¼-mile)
- All crosswalks and underpasses include lighting
- Trail lighting throughout
- Trailhead improvements
- Rest areas with benches and wheelchair spaces
- Wayfinding or interpretive signage
- Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- Trail priority at all local street/driveway crossings

# Project Estimate Report: Scoping Phase

for

## 70s Bikeway Extension: Emerson to Killingsworth (Connected Cully, Ph. I, Connected Cully, Ph. II)

August 22, 2016

Requested by: Zef Wagner

Prepared by: Annie Parham

Locations: NE 72<sup>nd</sup> Ave from NE Emerson St to NE Killingsworth St.

### Description:

#### NE 72<sup>nd</sup> Ave from NE Emerson St to NE Killingsworth St

##### Current Cross-Section:

- 20' roadway featuring two 10' lanes without curb or sidewalk in 40' Right-of-Way.
- Gravel shoulder on east and west side of road.

##### Proposed Cross-Section:

- 12' concrete multi-use path separated by 4' planter with 0.5' standard curb along west side of 20' roadway featuring two 10' travel lanes within 47' Right-of-Way.

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### Issues:

- Water – None identified.
- BES – Stormwater facilities.
- Signals and Street Lighting – None identified.
- Environmental and Zoning – None identified.
- Contaminated Media – None identified.
- Right-of-Way Needs – R/W and temporary construction easements needed for multi-use path construction along west side of NE 72<sup>nd</sup> Ave from NE Emerson St to NE Killingsworth St.
- Railroads – None identified.
- Parks – None identified.
- Other Jurisdictions – None identified.

### Cost Estimate:

Construction	\$ 208,000
Project Management (5%)	9,000
Design Engineering (25%)	45,000
Construction Management (15%)	27,000
Right-of-Way (Cost + 30% Contingency)	309,000
Overhead (79.27%)	64,000
Estimate Contingency	150,000

Total Project Estimate: \$ 812,000

**Estimating Assumptions:**

- Assumed 10 street trees planted along every 25' of planter strip from NE Emerson St to NE Killingsworth St.
- Assumed protected bike and pedestrian paths along west side of NE 72<sup>th</sup> Ave, per Andrew Sullivan/PBOT Traffic.
- Assumed stormwater planter on NE 72<sup>nd</sup> Ave from NE Emerson St to NE Killingsworth St, per Tim Knighton/BES.
- Assumed relocation of existing inlets and lead along NE 72<sup>nd</sup> from NE Emerson St to NE Killingsworth St.
- Assumed \$309,000 for R/W acquisition and temporary construction easements from NE Emerson St to NE Killingsworth St, per Marty Maloney/PBOT.
- Assumed parking removal along west side of NE 72<sup>nd</sup> from NE Emerson St to NE Killingsworth St.
- Assumed 3' asphalt pavement repair in front of proposed curb, assumed asphalt section of 8" AC on 8" aggregate base.
- Assumed one post, one footing, two street name signs, and one stop sign required for every two updated corners.
- Assumed no relocation of power poles.

**Review & Approval:**

*Eric B. Hentsinger* 8-25-16  
\_\_\_\_\_  
Reviewed by Engineer of Record Date

*Lola Sauleyky* 8-25-16  
\_\_\_\_\_  
Reviewed and Approved by Engineering Services Division Manager Date

**Attachments:**

- Detailed estimate spreadsheet
- Site map with proposed improvements

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185

Fax 503.823.7576 TTY 503.823.6868 [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

Steve Novick Commissioner Leah Treat Director

August 23, 2016

## Memorandum

To: Zef Wagner/PBOT

From: Annie Parham/PBOT

CC: Jason Shepard/PBOT

Eva Huntsinger/PBOT

Subject: 70s Bikeway Extension: NE Emerson St to NE Killingsworth St

Attached is the Engineer's Estimate for the 70s Bikeway Extension Project from NE Emerson St to NE Killingsworth St showing a detailed cost estimate for the planned project. For the purpose of splitting the total cost of this estimate between two projects (Connected Cully Phase 1, Connected Cully Phase 2), the following tables shows a breakdown of the total to be applied to each project.

The first table includes all of the bid items used in the estimate broken into pieces by project, while the second table includes all construction, right-of-way, and contingency costs. This shows that \$244,000 of the 70s Bikeway Extension: Emerson to Killingsworth estimate should be included in the Connected Cully, Phase 1 project, and \$568,000 should be included in the Connected Cully, Phase 2 project.

Table 1. Bid Item Costs for Connected Cully, Phase I and Connected Cully, Phase II (70s Bikeway Ext.)

ITEM	COST		
	CONNECTED CULLY, PHASE 1	CONNECTED CULLY, PHASE 2	TOTAL
MOBILIZATION	\$ 7,442.28	\$ 7,992.81	\$ 15,435
TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	\$ 2,146.81	\$ 2,305.62	\$ 4,452
TEMPORARY SIGNS	\$ 2,000.00	\$ 2,000.00	\$ 4,000
TEMPORARY BARRICADES, TYPE II	\$ 200.00	\$ 200.00	\$ 400
TEMPORARY BARRICADES, TYPE III	\$ 150.00	\$ 150.00	\$ 300
TEMPORARY PLASTIC DRUMS	\$ 520.00	\$ 520.00	\$ 1,040
FLAGGERS	\$ 1,940.00	\$ 1,940.00	\$ 3,880
EROSION CONTROL	\$ 715.60	\$ 768.54	\$ 1,484
CONSTRUCTION ENTRANCES	\$ 1,890.00	\$ 1,890.00	\$ 3,780
SEDIMENT FENCE, UNSUPPORTED	\$ 250.00	\$ 250.00	\$ 500
INLET PROTECTION	\$ 88.00	\$ 88.00	\$ 176
POLLUTION CONTROL PLAN	\$ 71.56	\$ 76.85	\$ 148
REMOVAL OF STRUCTURES & OBSTRUCTIONS	\$ 2,862.41	\$ 3,074.16	\$ 5,937
CLEARING AND GRUBBING	\$ 1,860.57	\$ 1,998.20	\$ 3,859
GENERAL EXCAVATION	\$ 6,771.80	\$ 2,685.20	\$ 9,457
12 INCH SUBGRADE STABILIZATION	\$ 402.27	\$ -	\$ 402
SUBGRADE GEOTEXTILE	\$ 166.67	\$ -	\$ 167
STORMWATER PLANTERS	\$ 3,200.40	\$ -	\$ 3,200
10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	\$ 4,400.00	\$ -	\$ 4,400
CONCRETE INLETS, TYPE CG-2	\$ 3,800.00	\$ -	\$ 3,800
CONCRETE INLETS, TYPE METAL	\$ 1,000.00	\$ -	\$ 1,000
AGGREGATE BASE, 8 INCH THICK	\$ -	\$ 14,760.00	\$ 14,760
LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	\$ -	\$ 5,859.00	\$ 5,859
16 INCH ASPHALT CONCRETE PAVEMENT REPAIR	\$ -	\$ 14,933.33	\$ 14,933
CONCRETE CURBS, STANDARD CURB	\$ -	\$ 10,200.00	\$ 10,200
CONCRETE DRIVEWAYS	\$ 8,400.00	\$ 5,040.00	\$ 13,440
CONCRETE WALKS	\$ 12,372.80	\$ 14,622.40	\$ 26,995
MONOLITHIC CURB AND SIDEWALKS	\$ 10,800.00	\$ -	\$ 10,800
PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	\$ -	\$ 1,716.00	\$ 1,716
SIGN SUPPORT FOOTINGS, BREAKAWAY	\$ 182.00	\$ -	\$ 182
PIPE SIGN SUPPORTS	\$ 180.00	\$ -	\$ 180
TYPE "G" SIGNS IN PLACE	\$ 79.20	\$ -	\$ 79
TYPE "R" SIGNS IN PLACE	\$ 188.10	\$ -	\$ 188
LAWN SEEDING	\$ 339.13	\$ -	\$ 339
TOPSOIL	\$ 1,380.00	\$ -	\$ 1,380
DECIDUOUS TREES, 2-1/2 INCH CALIPER	\$ 8,220.00	\$ -	\$ 8,220
ADDITIONAL ESTABLISHMENT PERIOD	\$ 2,640.00	\$ -	\$ 2,640
<b>BID ITEMS</b>	<b>\$ 86,659.61</b>	<b>\$ 93,070.11</b>	<b>\$ 179,729.72</b>
<b>PERCENT</b>	<b>48%</b>	<b>52%</b>	<b>100%</b>

Table 2. Total Project Costs for Connected Cully, Phase I and Connected Cully, Phase II (70s Bikeway Ext.)

ITEM	COST		
	CONNECTED CULLY, PHASE 1	CONNECTED CULLY, PHASE 2	TOTAL
STORMWATER PLANTINGS AND PLANT ESTABLISHMENT	\$ 1,512.00	\$ -	\$ 1,512
BOLI FEE PAYMENT	\$ 125.00	\$ 125.00	\$ 250
CONTRACT CONTINGENCY (10% BID ITEMS)	\$ 8,665.96	\$ 9,307.01	\$ 17,973
CONSTRUCTION CONTINGENCY (5% BID ITEMS)	\$ 4,332.98	\$ 4,653.51	\$ 8,986
BID ITEMS	\$ 86,659.61	\$ 93,070.11	\$ 179,730
<b>TOTAL CONSTRUCTION</b>	<b>\$ 101,295.55</b>	<b>\$ 107,155.63</b>	<b>\$ 208,451</b>
PROJECT MANAGEMENT (5% BID ITEMS)	\$ 4,332.98	\$ 4,653.51	\$ 8,986
DESIGN ENGINEERING (25% BID ITEMS)	\$ 21,664.90	\$ 23,267.53	\$ 44,932
CONSTRUCTION MANAGEMENT (15% BID ITEMS)	\$ 12,998.94	\$ 13,960.52	\$ 26,959
<b>TOTAL PROJECT RIGHT-OF-WAY</b>	<b>\$ -</b>	<b>\$ 308,588.00</b>	<b>\$ 308,588</b>
PROJECT ENGINEERING & MANAGEMENT OVERHEAD (79.72%)	\$ 30,912.78	\$ 33,199.50	\$ 64,112
INFLATION RATE ON CONTRACT (5 years, 4.5%)	\$ 24,937.00	\$ 26,380.00	\$ 51,317
INFLATION RATE ON PERSONNEL (5 years, 2%)	\$ 7,276.00	\$ 7,814.00	\$ 15,090
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE (20%)	\$ 40,683.63	\$ 43,286.14	\$ 83,970
<b>TOTAL PROJECT CONTINGENCY</b>	<b>\$ 72,896.63</b>	<b>\$ 77,480.14</b>	<b>\$ 150,377</b>
<b>TOTAL PROJECT ESTIMATE</b>	<b>\$ 244,101.79</b>	<b>\$ 568,304.81</b>	<b>\$ 812,407</b>
PERCENT	30%	70%	100%

CITY OF PORTLAND, OREGON  
BUREAU OF TRANSPORTATION  
PRELIMINARY ENGINEER'S ESTIMATE  
70s Bikeway Extension: Emerson to Killingsworth (Connected Cully, Ph. I, Connected Cully, Ph. II)  
Date: August 22, 2016

By: Annie Parham

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF THE 70S BIKEWAY EXTENSION FROM NE EMERSON ST TO NE KILLINGSWORTH ST.  
VALUES IN BLUE ARE PERCENT OF CONTRACT.

##### BID ITEMS #####

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1	\$ 15,435.09	\$ 15,435.09
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1	\$ 4,452.43	\$ 4,452.43
3	TEMPORARY SIGNS	0225	SQFT	200	\$ 20.00	\$ 4,000.00
4	TEMPORARY BARRICADES, TYPE II	0225	EACH	4	\$ 100.00	\$ 400.00
5	TEMPORARY BARRICADES, TYPE III	0225	EACH	2	\$ 150.00	\$ 300.00
10	TEMPORARY PLASTIC DRUMS	0225	EACH	20	\$ 52.00	\$ 1,040.00
19	FLAGGERS	0225	HOUR	80	\$ 48.50	\$ 3,880.00
23	EROSION CONTROL	0280	LS	1	\$ 1,484.14	\$ 1,484.14
26	CONSTRUCTION ENTRANCES	0280	EACH	2	\$ 1,890.00	\$ 3,780.00
28	SEDIMENT FENCE, UNSUPPORTED	0280	FOOT	200	\$ 2.50	\$ 500.00
29	INLET PROTECTION	0280	EACH	2	\$ 88.00	\$ 176.00
30	POLLUTION CONTROL PLAN	0290	LS	1	\$ 148.41	\$ 148.41
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1	\$ 5,936.57	\$ 5,936.57
45	CLEARING AND GRUBBING	0320	LS	1	\$ 3,858.77	\$ 3,858.77
49	GENERAL EXCAVATION	0330	CUYD	193	\$ 49.00	\$ 9,457.00
53	12 INCH SUBGRADE STABILIZATION	0331	SQYD	13	\$ 30.17	\$ 402.27
58	SUBGRADE GEOTEXTILE	0350	SQYD	133	\$ 1.25	\$ 166.67
72	STORMWATER PLANTERS	0415	SQFT	84	\$ 38.10	\$ 3,200.40
79	10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	40	\$ 110.00	\$ 4,400.00
96	CONCRETE INLETS, TYPE CG-2	0470	EACH	2	\$ 1,900.00	\$ 3,800.00
103	CONCRETE INLETS, TYPE METAL	0470	EACH	2	\$ 500.00	\$ 1,000.00
146	AGGREGATE BASE, 8 INCH THICK	0640	SQYD	1,200	\$ 12.30	\$ 14,760.00
148	LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	62	\$ 94.50	\$ 5,859.00
154	16 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SQYD	133	\$ 112.00	\$ 14,933.33
164	CONCRETE CURBS, STANDARD CURB	0759	FOOT	400	\$ 25.50	\$ 10,200.00
168	CONCRETE DRIVEWAYS	0759	SQFT	1,600	\$ 8.40	\$ 13,440.00
170	CONCRETE WALKS	0759	SQFT	3,648	\$ 7.40	\$ 26,995.20
171	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	600	\$ 18.00	\$ 10,800.00
209	PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	0867	EACH	6	\$ 286.00	\$ 1,716.00
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	0920	LS*	1	\$ 182.00	\$ 182.00
219	PIPE SIGN SUPPORTS	0930	LS*	1	\$ 180.00	\$ 180.00
223	TYPE "G" SIGNS IN PLACE	0940	SQFT	2	\$ 39.60	\$ 79.20
226	TYPE "R" SIGNS IN PLACE	0940	SQFT	9	\$ 20.90	\$ 188.10
251	LAWN SEEDING	1030	SQYD	34	\$ 10.04	\$ 339.13
252	TOPSOIL	1040	CUYD	23	\$ 60.00	\$ 1,380.00
255	DECIDUOUS TREES, 2-1/2 INCH CALIPER	1040	EACH	10	\$ 822.00	\$ 8,220.00
269	ADDITIONAL ESTABLISHMENT PERIOD	1040	YEAR*	10	\$ 264.00	\$ 2,640.00
TOTAL BID ITEMS						\$ 179,729.71

##### ANTICIPATED ITEMS #####

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	RIGHT OF WAY MONUMENTATION		LS	0.00	\$ -	\$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT		EACH	0.00	\$ 20,000.00	\$ -
3	RELOCATE WATER FACILITIES - METER		EACH	0.00	\$ 6,000.00	\$ -
4	STREET LIGHTING - UPGRADE LUMINAIRES		EACH	0.00	\$ 600.00	\$ -
5	STREET LIGHTING - INSTALL ARMS AND LUMINAIRES		EACH	0.00	\$ 5,000.00	\$ -
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY BOM		EACH	0.00	\$ 1,000.00	\$ -
7	STORMWATER PLANTINGS AND PLANT ESTABLISHMENT		SQFT	75.60	\$ 20.00	\$ 1,512.00
8	STORMWATER OFFSITE MANAGEMENT FEE		SQFT	0.00	\$ 3.70	\$ -
9	ROCK EXCAVATION		CUYD	0.00	\$ 106.00	\$ -
10	RAILROAD PROTECTION SERVICES (ONE YEAR)		LS	0.00	\$ 100,000.00	\$ -
11	ASPHALT CEMENT ESCALATION		LS	1.00	\$ -	\$ -
12	FUEL ESCALATION		LS	1.00	\$ -	\$ -
13	TESTING CONTAMINATED MEDIA		LS	0.00	\$ 5,000.00	\$ -
14	BOLI FEE PAYMENT		LS	1.00	\$ 250.00	\$ 250.00
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 17,972.97	\$ 17,972.97
TOTAL ANTICIPATED ITEMS						\$ 19,734.97

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
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**SCHEDULE SUMMARY**

BID ITEMS						\$ 179,730
CONSTRUCTION CONTINGENCY					5% of Bid Items	\$ 8,986
SUBTOTAL						\$ 188,716
ANTICIPATED ITEMS						\$ 19,735
<b>TOTAL CONSTRUCTION</b>						<b>\$ 208,451</b>
PROJECT MANAGEMENT					5% of Bid Items	\$ 8,986
DESIGN ENGINEERING					25% of Bid Items	\$ 44,932
CONSTRUCTION MANAGEMENT					15% of Bid Items	\$ 26,959
SUBTOTAL						\$ 80,877
PROJECT ENGINEERING & MANAGEMENT OVERHEAD					79.27% of PM, Eng, and CM	\$ 64,112
<b>TOTAL PROJECT ENGINEERING &amp; MANAGEMENT</b>						<b>\$ 144,989</b>
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES						\$ 146,914
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION						\$ 117,600
RIGHT-OF-WAY CONTINGENCY					of Land, Improve, and Damages 30%	\$ 44,074
<b>TOTAL PROJECT RIGHT-OF-WAY</b>						<b>\$ 308,588</b>
INFLATION RATE ON CONTRACT			Years		Inflation	\$ 51,317
INFLATION RATE ON PERSONNEL			5		4.5% of Construction	\$ 15,091
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE			5		2.0% of Eng & Mgmt	\$ 83,970
					20% of Const, Eng & Mgmt, and Inflation	\$
<b>TOTAL PROJECT CONTINGENCY</b>						<b>\$ 150,378</b>
<b>TOTAL PROJECT ESTIMATE</b>						<b>\$ 812,405</b>

**Project Estimate Report: Scoping Phase**  
for  
**70s Bikeway Extension: Fremont to Emerson**  
(Connected Cully, Ph. II)  
August 23, 2016

**Requested by:** Zef Wagner

**Prepared by:** Annie Parham

**Locations:** NE 72<sup>nd</sup> Ave from NE Fremont St to NE Emerson St.

**Description:**

**NE 72<sup>nd</sup> Ave from NE Fremont St to NE Prescott St**

**Current Cross-Section:**

- 6' separated sidewalk, 10' planter strip, 18' travel lane, 92' park block, 18' travel lane, 10' planter strip, 6' separated sidewalk.

**Proposed Cross-Section:**

- 14' pervious AC bike path along centerline of park blocks.
- Curb ramps constructed at all corners at the intersection of NE Mason St & NE 72<sup>nd</sup> with new curb and separated sidewalk added, and roadway narrowed from 60' to 24'.

**NE 72<sup>nd</sup> Ave from NE Prescott St to NE Sumner St**

**Current Cross-Section:**

- 20' roadway featuring two 10' travel lanes with gravel shoulder and no curb or sidewalk along east and west side of road in 60' Right-of-Way.

**Proposed Cross-Section:**

- 6' separated sidewalk, 4' planter strip, 12' concrete separated bike path, 4' planter strip, 0.5' standard curb along west side of 20' roadway featuring two 10' travel lanes within 60' Right-of-Way.

**NE 72<sup>nd</sup> Ave from NE Sumner St to NE Emerson St**

**Current Cross-Section:**

- 20' roadway featuring two 10' lanes without curb or sidewalk in 40' Right-of-Way.
- Gravel shoulder on east and west side of road.

**Proposed Cross-Section:**

- 12' concrete multi-use path separated by 4' planter with 0.5' standard curb along west side of 20' roadway featuring two 10' travel lanes within 47' Right-of-Way.

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**Issues:**

- Water – Relocate fire hydrants at NE 72<sup>nd</sup> Ave/NE Going St, NE 72<sup>nd</sup> Ave/NE Roselawn, and NE 72<sup>nd</sup> Ave/NE Emerson St.
- BES – Stormwater facilities.
- Signals and Street Lighting – Modify signal at NE 72<sup>nd</sup> Ave and NE Sandy Blvd/NE Fremont St., add street lighting along park block MUP.
- Environmental and Zoning – None identified.
- Contaminated Media – None identified.
- Right-of-Way Needs – R/W and temporary construction easements needed for multi-use path construction along NE 72<sup>nd</sup> Ave from NE Sumner St to NE Emerson St.
- Railroads – None identified.
- Parks – None identified.
- Other Jurisdictions– None identified.

**Cost Estimate:**

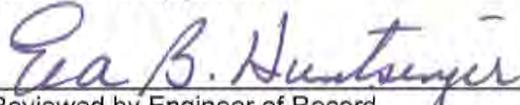
Construction	\$ 2,178,000
Project Management (5%)	92,000
Design Engineering (25%)	458,000
Construction Management (15%)	275,000
Right-of-Way (Cost + 30% Contingency)	113,000
Overhead (79.27%)	653,000
Estimate Contingency	1,559,000

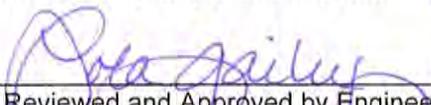
Total Project Estimate: \$ 5,328,000

**Estimating Assumptions:**

- Assumed 94 street trees planted along every 30' of planter strip from NE Prescott St to NE Emerson St.
- Assumed protected bike and pedestrian paths along west side of NE 72<sup>th</sup> Ave, per Andrew Sullivan/PBOT Traffic.
- Assumed stormwater planters, and new sed/sump systems at the intersections from NE Prescott St to NE Emerson St, per Tim Knighton/BES.
- Assumed \$113,000 for R/W acquisition and temporary construction easements from NE Sumner St to NE Emerson St, per Marty Maloney/PBOT.
- Assumed parking removal along NE 72<sup>nd</sup> from NE Prescott St to NE Emerson St.
- Assumed 3' asphalt pavement repair in front of proposed curb, assumed asphalt section of 8" AC on 8" aggregate base.
- Assumed 14' pervious AC bike path along centerline of park blocks from NE Fremont St to NE Prescott St, assumed asphalt section of 3" AC on 6" aggregate base.
- Assumed route of AC bike path designed to avoid existing trees within park blocks.
- Assumed one post, one footing, two street name signs, and one stop sign required for every two updated corners.
- Assumed 23 pedestrian scale light installed along every 100' of MUP from NE Sumner St to NE Emerson St at a cost of approximately \$10,000/light, per Stefan Bussey/PBOT Signals & Street Lighting
- Assumed no relocation of power poles.

**Review & Approval:**

  
Reviewed by Engineer of Record 8-24-16  
Date

  
Reviewed and Approved by Engineering Services Division Manager 8/24/16  
Date

**Attachments:**

- Detailed estimate spreadsheet
- Site map with proposed improvements

CITY OF PORTLAND, OREGON  
BUREAU OF TRANSPORTATION  
PRELIMINARY ENGINEER'S ESTIMATE  
70s Bikeway Extension - Fremont to Emerson

Date: August 22, 2016

By: Annie Parham

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF THE 70S BIKEWAY EXTENSION FROM NE EMERSON ST TO NE FREMONT ST.

VALUES IN BLUE ARE PERCENT OF CONTRACT.

##### BID ITEMS #####

NO	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1	\$ 151,793.00	\$ 151,793.00
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1	\$ 45,537.90	\$ 45,537.90
3	TEMPORARY SIGNS	0225	SOFT	800	\$ 20.00	\$ 16,000.00
4	TEMPORARY BARRICADES, TYPE II	0225	EACH	18	\$ 100.00	\$ 1,800.00
5	TEMPORARY BARRICADES, TYPE III	0225	EACH	14	\$ 150.00	\$ 2,100.00
10	TEMPORARY PLASTIC DRUMS	0225	EACH	60	\$ 52.00	\$ 3,120.00
19	FLAGGERS	0225	HOUR	300	\$ 48.50	\$ 14,550.00
23	EROSION CONTROL	0280	LS	1	\$ 15,179.30	\$ 15,179.30
26	CONSTRUCTION ENTRANCES	0280	EACH	16	\$ 1,890.00	\$ 30,240.00
28	SEDIMENT FENCE, UNSUPPORTED	0280	FOOT	1,805	\$ 2.50	\$ 4,512.50
29	INLET PROTECTION	0280	EACH	14	\$ 88.00	\$ 1,232.00
30	POLLUTION CONTROL PLAN	0290	LS	1	\$ 1,517.93	\$ 1,517.93
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1	\$ 60,717.20	\$ 60,717.20
45	CLEARING AND GRUBBING	0320	LS	1	\$ 39,466.18	\$ 39,466.18
49	GENERAL EXCAVATION	0330	CUYD	2,146	\$ 49.00	\$ 105,154.00
53	12 INCH SUBGRADE STABILIZATION	0331	SOYD	345	\$ 30.17	\$ 10,418.71
58	SUBGRADE GEOTEXTILE	0350	SOYD	3,453	\$ 1.25	\$ 4,316.67
72	STORMWATER PLANTERS	0415	SOFT	504	\$ 38.10	\$ 19,202.40
79	10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	315	\$ 110.00	\$ 34,650.00
80	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	125	\$ 120.00	\$ 15,000.00
92	CONCRETE MANHOLES, SEDIMENTATION	0470	EACH	5	\$ 3,750.00	\$ 18,750.00
93	CONCRETE MANHOLES, SUMP	0470	EACH	5	\$ 13,000.00	\$ 65,000.00
94	SUMP CAPACITY TEST	0470	EACH	5	\$ 3,200.00	\$ 16,000.00
96	CONCRETE INLETS, TYPE CG-2	0470	EACH	17	\$ 1,900.00	\$ 32,300.00
103	CONCRETE INLETS, TYPE METAL	0470	EACH	12	\$ 500.00	\$ 6,000.00
114	FILLING ABANDON STRUCTURES	0490	EACH	4	\$ 3,000.00	\$ 12,000.00
116	MAJOR ADJUSTMENT OF MANHOLES	0490	EACH	2	\$ 790.16	\$ 1,580.32
145	AGGREGATE BASE, 6 INCH THICK	0640	SOYD	3,453	\$ 9.80	\$ 33,842.67
148	LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	604	\$ 94.50	\$ 57,078.00
154	16 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SOYD	911	\$ 112.00	\$ 102,032.00
164	CONCRETE CURBS, STANDARD CURB	0759	FOOT	1,411	\$ 25.50	\$ 35,980.50
167	CONCRETE ISLANDS	0759	SOFT	1,125	\$ 11.70	\$ 13,162.50
168	CONCRETE DRIVEWAYS	0759	SOFT	10,053	\$ 8.40	\$ 84,445.20
170	CONCRETE WALKS (MUP, PROTECTED BIKE PATHS, PEDESTRIAN PATHS)	0759	SOFT	25,134	\$ 7.40	\$ 185,991.60
171	MONOLITHIC CURB AND SIDEWALKS	0759	SOFT	9,600	\$ 18.00	\$ 172,800.00
209	PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	0867	EACH	58	\$ 286.00	\$ 16,588.00
212	PAVEMENT BAR , TYP B-HS	0867	SOFT	256	\$ 9.90	\$ 2,534.40
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	0920	LS*	14	\$ 182.00	\$ 2,548.00
219	PIPE SIGN SUPPORTS	0930	LS*	14	\$ 180.00	\$ 2,520.00
223	TYPE "G" SIGNS IN PLACE	0940	SOFT	26	\$ 39.60	\$ 1,029.60
226	TYPE "R" SIGNS IN PLACE	0940	SOFT	126	\$ 20.90	\$ 2,633.40
238	POLE FOUNDATIONS	0970	LS*	23	\$ 2,000.00	\$ 46,000.00
239	LIGHTING POLES, FIXED BASE	0970	LS*	23	\$ 6,890.00	\$ 158,470.00
240	LIGHTING POLE ARMS	0970	LS*	23	\$ 338.00	\$ 7,774.00
241	LUMINAIRES, LAMPS AND BALLASTS	0970	LS*	23	\$ 1,000.00	\$ 23,000.00
242	SWITCHING, CONDUIT AND WIRING	0970	LS*	23	\$ 25.00	\$ 575.00
246	LOOP DETECTOR INSTALLATION	0990	LS*	1	\$ 9,120.00	\$ 9,120.00
251	LAWN SEEDING	1030	SOYD	1,446	\$ 10.04	\$ 14,514.49
252	TOPSOIL	1040	CUYD	488	\$ 60.00	\$ 29,280.00
255	DECIDUOUS TREES, 2-1/2 INCH CALIPER	1040	EACH	94	\$ 822.00	\$ 77,268.00
269	ADDITIONAL ESTABLISHMENT PERIOD	1040	YEAR*	94	\$ 264.00	\$ 24,816.00
TOTAL BID ITEMS						\$ 1,832,141.47

##### ANTICIPATED ITEMS #####

NO	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	RIGHT OF WAY MONUMENTATION		LS	0.00	\$ -	\$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT		EACH	3.00	\$ 20,000.00	\$ 60,000.00
3	RELOCATE WATER FACILITIES - METER		EACH	0.00	\$ 6,000.00	\$ -
4	STREET LIGHTING - UPGRADE LUMINAIRES		EACH	0.00	\$ 600.00	\$ -
5	STREET LIGHTING - INSTALL ARMS AND LUMINAIRES		EACH		\$ 5,000.00	\$ -
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY BOM		EACH	0.00	\$ 1,000.00	\$ -
7	STORMWATER PLANTINGS AND PLANT ESTABLISHMENT		SOFT	453.60	\$ 20.00	\$ 9,072.00
8	STORMWATER OFFSITE MANAGEMENT FEE		SOFT	0.00	\$ 3.70	\$ -
9	ROCK EXCAVATION		CUYD	0.00	\$ 106.00	\$ -
10	RAILROAD PROTECTION SERVICES (ONE YEAR)		LS	0.00	\$ 100,000.00	\$ -
11	ASPHALT CEMENT ESCALATION		LS	1.00	\$ -	\$ -
12	FUEL ESCALATION		LS	1.00	\$ -	\$ -
13	TESTING CONTAMINATED MEDIA		LS	0.00	\$ 5,000.00	\$ -
14	BOLI FEE PAYMENT		LS	1.00	\$ 1,832.14	\$ 1,832.14
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 183,214.15	\$ 183,214.15
TOTAL ANTICIPATED ITEMS						\$ 254,118.29

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
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**SCHEDULE SUMMARY**

BID ITEMS						\$ 1,832,141
CONSTRUCTION CONTINGENCY				5%	of Bid Items	\$ 91,607
<b>SUBTOTAL</b>						<b>\$ 1,923,748</b>
ANTICIPATED ITEMS						\$ 254,118
<b>TOTAL CONSTRUCTION</b>						<b>\$ 2,177,867</b>
PROJECT MANAGEMENT				5%	of Bid Items	\$ 91,607
DESIGN ENGINEERING				25%	of Bid Items	\$ 458,035
CONSTRUCTION MANAGEMENT				15%	of Bid Items	\$ 274,821
<b>SUBTOTAL</b>						<b>\$ 824,463</b>
PROJECT ENGINEERING & MANAGEMENT OVERHEAD				79,27%	of PM, Eng. and CM	\$ 653,552
<b>TOTAL PROJECT ENGINEERING &amp; MANAGEMENT</b>						<b>\$ 1,478,015</b>
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES						\$ 63,437
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION						\$ 30,900
RIGHT-OF-WAY CONTINGENCY				30%	of Land, Improve, and Damages	\$ 19,031
<b>TOTAL PROJECT RIGHT-OF-WAY</b>						<b>\$ 113,368</b>
INFLATION RATE ON CONTRACT	Years				Inflation	
INFLATION RATE ON PERSONNEL	5			4.5%	of Construction	\$ 536,151
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE	5			2.0%	of Eng & Mgmt	\$ 153,833
				20%	of Const, Eng & Mgmt, and Inflation	\$ 869,173
<b>TOTAL PROJECT CONTINGENCY</b>						<b>\$ 1,559,157</b>
<b>TOTAL PROJECT ESTIMATE</b>						<b>\$ 5,328,407</b>

August 17, 2016

To Whom it May Concern:

The Cully Association of Neighbors (CAN) is pleased to support the City of Portland application for Regional Flexible Funds for the Connected Cully Phase 2 project. The application wisely focuses on pedestrian and bicycle safety for NE 72<sup>nd</sup> Avenue.

NE 72<sup>nd</sup> Avenue in the Cully neighborhood is currently a narrow street with fast-moving vehicle traffic, and no pedestrian or bicycle infrastructure. It is widely used by low-income Cully residents on foot to access the Northeast Emergency Food Program at 4800 NE 72<sup>nd</sup> and Sacajawea Headstart at 4800 NE 74<sup>th</sup>. 72<sup>nd</sup> Avenue is also the terminus of the popular Going/Alberta Street Neighborhood Greenway, requiring many bicycle riders to continue their trips sharing the travel lanes with speeding cars.

Cully is a neighborhood with many needs. Annexed to Portland in 1985, we lack basic infrastructure that other neighborhoods take for granted—sidewalks, parks and paved streets. As Portland's most diverse neighborhood, with a high percentage of low-income families, Cully is unable to fund infrastructure by creating local improvement districts. We must reach out to a variety of public and private funders to correct these historical inequities.

CAN has sought funding for 72<sup>nd</sup> Avenue safety improvements from other sources in the past, without success. We urge you to grant funds for the much-needed Connected Cully Phase 2.

Sincerely,

Laura Young, Chair  
For the CAN Board

David Sweet  
CAN Land Use & Transportation Chair

# ECUMENICAL MINISTRIES *of* OREGON

## *Northeast Emergency Food Program at Luther Memorial*

4800 NE 72<sup>nd</sup> Avenue ■ Portland, Oregon 97218

phone (503) 284-5470 ■ fax (503) 284-0398 ■ e-mail nefp@emoregon.org

August 24, 2016

To Whom it May Concern,

The *Ecumenical Ministries of Oregon's* **Northeast Emergency Food Program** (NEFP) is exceedingly pleased to support the City of Portland's application for Regional Flexible Funds for the Connected Cully Phase 2 project.

Our location at 4800 NE 72<sup>nd</sup> Ave. places us in the center of the proposed improvements to NE 72<sup>nd</sup> Avenue. NEFP is an emergency food pantry that serves up to 700 families every month. We provide about a week's worth of groceries, as well as gently used clothing, free of charge to people from across the Portland Metro. During the school year, we work especially close with the Sacajawea Head Start located at 4800 NE 74<sup>th</sup> Ave. Once a week, we bring a mobile pantry to the parking lot of Sacajawea and distribute loads of fresh produce and pantry staples to the 160 families of that school.

Many of these families, as well as many more of our clients walk or ride the bus to our location. Because of the amount of food we distribute, most of these clients bring wheeled carts or suitcases with them. There are no sidewalks between our location and the bus line #71 on NE Prescott or the #72 on NE Killingsworth. Some days, you can see a steady stream of people walking from our location to these bus lines with heaping baskets of food hugging the road between speeding cars and the gravel and mud that passes as a pedestrian walkway. Additionally, the young mothers going to and from Sacajawea, our food pantry, and their homes often have strollers, which they must push down the middle of the streets.

We have long advocated for sidewalks and other improvements to NE 72<sup>nd</sup> and strongly support allocating funding to support the proposed improvements of the Connected Cully Phase 2 project.

Sincerely,



Travis Niemann

Program Manager  
Northeast Emergency Food Program  
4800 NE 72nd ave.  
Portland OR. 97218  
503 284 5470  
tniemann@emoregon.org



August 18, 2016

Metro  
Regional Flexible Funds Program

RE: PBOT Support

Living Cully is pleased to strongly support PBOT's application for funding from the Regional Flexible Funds for infrastructure improvements in the Cully neighborhood. By supporting the development and construction of transportation infrastructure in Cully, Metro will positively affect environmental and social change in an under-served low-income community of color creating a safe connection through the neighborhood to a new park, Cully Park.

Living Cully is a six year collaborative effort of Habitat for Humanity Portland/Metro East, Hacienda Community Development Corporation, the Native American Youth & Family Center, and Verde. The collaborative braids together social service and environmental resources to build wealth among low-income people, preserve diversity and cultural expression, prevent displacement and improve environmental outcomes.

Since annexation to the city in the mid-80s, the community has identified infrastructure needs, including safe pedestrian and bike access in the few streets that go all the way through the neighborhood (60<sup>th</sup>, Cully and 72<sup>nd</sup>). NE 72<sup>nd</sup> has been a particularly unsafe street with no sidewalks, poor lighting and no stormwater infrastructure. It is a primary route for many of the low-income people and people of color in the neighborhood, particularly those that use it to access the Sacajawea Head Start school on NE 72<sup>nd</sup> Avenue which serves over 200 families making less than \$25,000 per year. A few years ago, over 200 individuals signed a letter to city leaders asking for sidewalks on this street. In 2015, over 400 residents signed letters to the Rep. Tina Kotek calling on her to protect pedestrians with transportation funds.

With the opening of Cully Park in 2017, the improvements identified in PBOT's proposal to NE 72<sup>nd</sup> are more critical than ever to ensure that people without cars can safely access the park via NE 72<sup>nd</sup> which is the most direct route. People will use this route regardless of whether improvements exist on side streets as it is the most direct route.

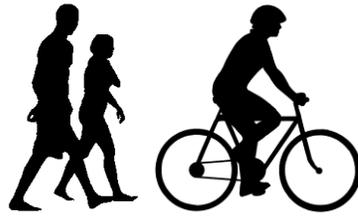
We also note that we are working with PBOT to ensure that these improvements prevent displacement through a braided strategy where Living Cully is working to create and maintain affordable housing in the neighborhood, increase minority-, woman- and local-owned business participation on public investment projects and engage young residents in educational opportunities as part of the design and build of these improvements. Living Cully partners continue to refine and strengthen model projects to create a livable community for the existing community and to ensure low-income people and people of color can continue to live in the neighborhood as it improves.

Thank you for your time and consideration.

Warm Regards,

Tony DeFalco  
Living Cully Coordinator





A Joint Letter from the  
Bicycle Advisory Committee & Pedestrian Advisory Committee  
1120 SW 5<sup>th</sup> Avenue Room 800, Portland OR 97204

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August 24, 2016

Metro Council  
600 NE Grand Ave  
Portland, OR 97232

The City of Portland Bureau of Transportation (PBOT) Pedestrian Advisory Committee and Bicycle Advisory Committee consist of a wide cross-section of Portlanders who come together to advise City decision makers on matters related to their particular transportation mode. Members come from every area of the City as well as a broad spectrum of interests and professional backgrounds. Each modal committee has been an ongoing contributor and advisor during the City's Regional Flexible Fund selection process.

Each committee has reviewed the projects and feels that all of the projects, both collectively and individually, are strong candidates that would bring needed investment to geographic areas where it has long been lacking. Therefore as modal Chairs, we would like to express the support of our committees for the City of Portland applications for Metro's Regional Flexible Funds for the following active transportation projects:

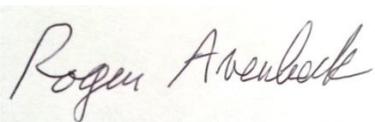
- Brentwood-Darlington Safe Routes to School - Sidewalk Infill & Neighborhood Greenway: Provides Brentwood-Darlington, an underserved neighborhood that relies on active transportation, walking and bicycle facilities. The project will improve safety in a high-crash area and removes conflicts between modes to improve access to and from priority destinations.
- Connected Cully, Phase 2 - NE 72nd Ave Pedestrian/Bicycle Parkway: Provides the Cully neighborhood low-stress walking and bicycling facilities. Traditionally a lower socioeconomic neighborhood with high concentration of low-income Hispanic residents, the project will improve a high-crash area, provide access to and from priority destinations (i.e. schools, parks and economic centers) and ultimately is supported by the community through stakeholder engagement.
- David Douglas Safe Routes to School - Sidewalk Infill on 117th, 130th, and Mill: Provides David Douglas High School and the surrounding neighborhoods a safe route for students to get to school. The David Douglas School District is one of the most diverse communities within the Portland Metropolitan Region yet it is deficient in active transportation facilities. This project will close sidewalk gaps, create safe bicycle facilities and most importantly has strong support from the residents, David Douglas High School and political representatives in the area.
- Hillsdale Town Center Pedestrian Connections: Sidewalk Infill on SW Beaverton-Hillsdale Hwy: Provides the Hillsdale Town Center with pedestrian facilities between nearby Robert Grey Middle School, Mary Rieke Elementary and Wilson High School. This project has strong community support and will improve access to an underserved community with many children and seniors adjacent to a High Crash Corridor.

- Jade & Montavilla Connected Centers Project: Provides multi-modal improvements in key areas to the up and coming Jade District and Montavilla Neighborhood Centers. These improvements will promote safety along a high crash corridor, address climate change and health through the creation of a walkable and bikeable network and serve diverse communities of color.
- NE Halsey Safety & Access to Transit: Provide solutions to problems in this High Crash Network. Using the suite of tools, which include signal improvements, intersection redesigns, pedestrian improvements and bicycle facilities, this project will alleviate deficiencies in the transportation network and better connect the growing population to the developing economic centers in this area.
- N. Portland Greenway Trail: Baltimore Woods Segment: Provides a better active transportation connection between nature, places of interest, job corridors and other priority locations. This project will add bicycle lanes, sidewalks, off-street pathways and other improvements to create a high quality network of alternative options for the St. Johns neighborhood.
- Outer Stark and Outer Halsey Complete Streets Project Development: Provide safety improvements to a High Crash Network that affects all modes. This project will add bicycle and pedestrian facilities for an area that is highly dependent on single occupancy vehicles thereby giving the residents greater choice in their transportation options and modes. These updates will also serve a diverse community that is low-income and has a high percent of immigrant/refugee or identify as people of color.

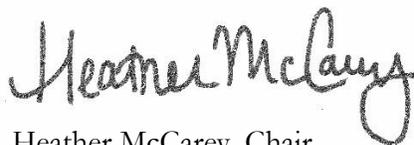
Each of these projects are region-wide investments that make our communities more livable and give people choices in how they travel. Each of these projects score high on the prioritization criteria by serving underrepresented populations that are in projected high growth areas in the Portland Metro region, improving safety in high crash corridors, and providing access to priority destinations.

These projects achieve multiple transportation policy objectives for both a bicycling and walking perspective and support Metro’s efforts to address air quality requirements by ensuring the region reduces its reliance on fossil fuel consumption and single occupancy trips. Each of these projects provides significant transportation benefits to the Portland Metropolitan Region in helping to ensure that our transportation system is strong, diverse and efficient.

Respectfully submitted on behalf of Portland’s Pedestrian Advisory Committee and Bicycle Advisory Committee,



Roger Averbeck, Co-Chair  
Pedestrian Advisory Committee



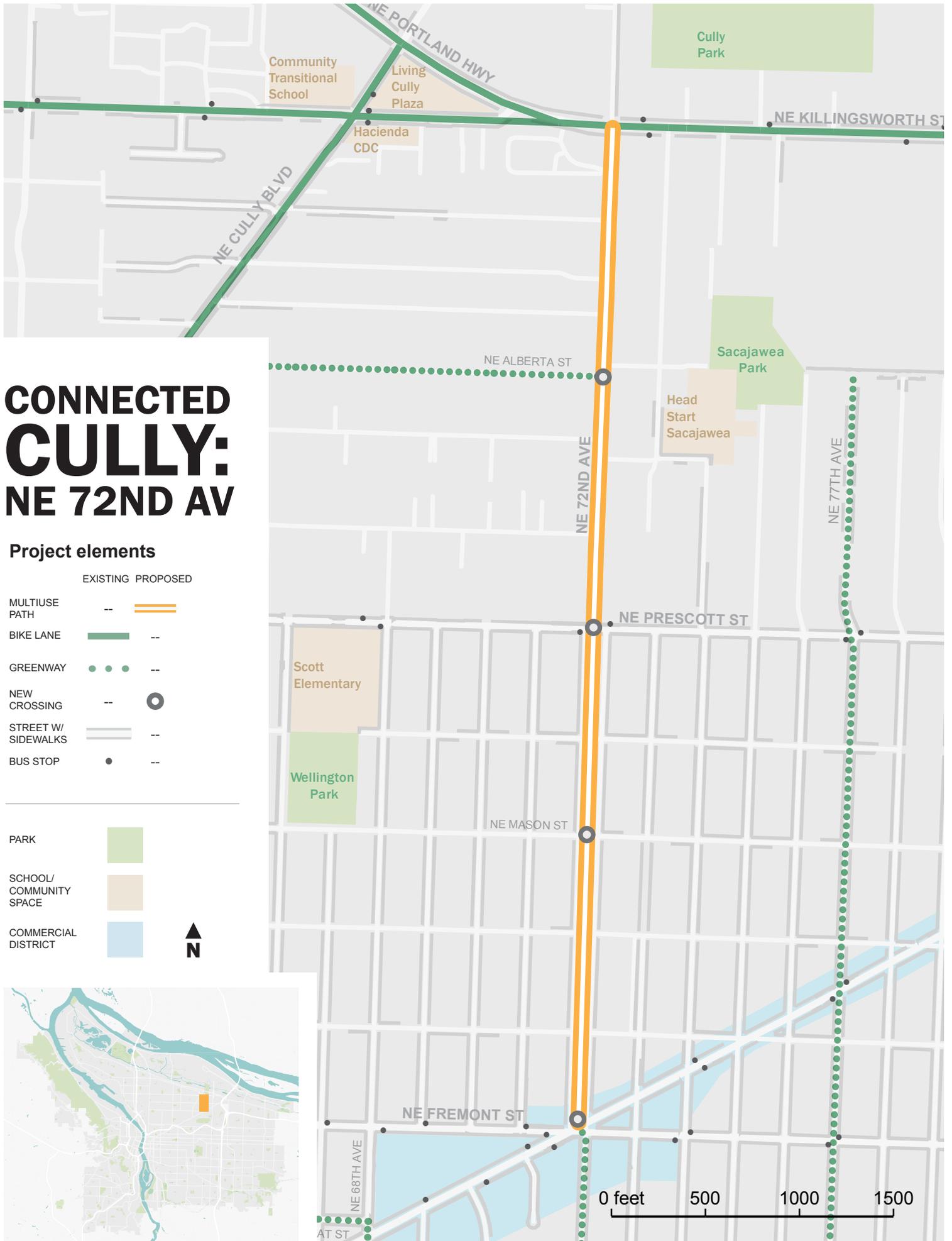
Heather McCarey, Chair  
Bicycle Advisory Committee



Rithy Khut, Vice-Chair  
Bicycle Advisory Committee

Please note: PAC members Rebecca Hamilton, Co-Chair and Anthony Buczek, as Metro employees, recused themselves from participating in all discussions related to the RFF project selection and related issues.

cc: Joint Policy Advisory Committee on Transportation (JPACT)



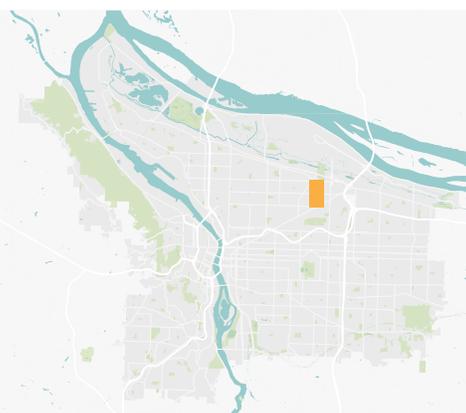
# CONNECTED CULLY: NE 72ND AV

## Project elements

EXISTING PROPOSED

- MULTIUSE PATH
- BIKE LANE
- GREENWAY
- NEW CROSSING
- STREET W/ SIDEWALKS
- BUS STOP

- PARK
  - SCHOOL/ COMMUNITY SPACE
  - COMMERCIAL DISTRICT
- ▲  
N



0 feet 500 1000 1500

## Summary of non-discriminatory engagement

The City of Portland Bureau of Transportation (PBOT) recognizes that equity is realized when identity -such as race, ethnicity, gender, age, disability, national origin, sexual orientation- has no detrimental effect on the distribution of resources, opportunities, and outcomes for group members in society. PBOT is committed to the fair treatment and meaningful involvement of all people, regardless of income or identity, with respect to the development, implementation and enforcement of plans, policies and procedures in the course of the Bureau's work.

Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.

PBOT acknowledges historical injustice and context of local decision-making and supports the equitable distribution of the benefits and burdens of decisions to ensure that those most impacted from decisions have an opportunity to meaningfully participate. PBOT's commitment to non-discriminatory engagement includes supporting special efforts to engage minority, low-income, women, people with disabilities, people with Limited English Proficiency, senior and youth populations.

**Non-discrimination policy statement** It is the policy of the City of Portland that no person shall be denied the benefits of or be subjected to discrimination in any City program, service, or activity on the grounds of race, religion, color, national origin, English proficiency, sex, age, disability, religion, sexual orientation, gender identity, or source of income. The City of Portland also requires its contractors and grantees to comply with this policy. This is in accordance with Title VI of the Civil Rights Act of 1964 and subsequent federal nondiscrimination directives such as the Federal-Aid Highway Act of 1973, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 (Environmental Justice), and Executive Order 13166 (Limited English Proficiency).

**Implementation of non-discriminatory engagement** PBOT's public engagement plans, policies and practices are guided by and in conformance with the City of Portland Title VI Civil Rights Program and Plan.

In June 2013 the City Council unanimously adopted the Civil Rights Title VI Plan which included the Environmental Justice Policy and Analysis Guidelines. The City of Portland also adopted, by Ordinance, the above Non Discrimination Policy Statement and the Non Discrimination Agreement for Certified Local Agencies. All of the above support implementation of the City of Portland's Civil Rights Code, located in Chapter 23.01 Civil Rights, which was adopted on October 3, 1991 by Ordinance Number 164709.

The City has developed extensive resources and best practices to ensure that the public is meaningfully involved in the decisions it makes. Such involvement is critical to the implementation of the Title VI program. The City Council adopted the following Public Involvement Principles in August, 2010, and is committed to applying them in planning, providing services and decision-making.

- *Partnership*: Community members have a right to be involved in decisions that affect them. Participants can influence decision-making and receive feedback on how their input was used. The public has the opportunity to recommend projects and issues for government consideration.
- *Early Involvement*: Public involvement is an integral part of issue and opportunity identification, concept development, design, and implementation of City policies, programs, and projects.
- *Building Relationships and Community Capacity*: Public involvement processes develop long-term, collaborative working relationships and learning opportunities with community partners and stakeholders.
- *Inclusiveness and Equity*: Public dialogue and decision-making processes identify, reach out to, and encourage participation of the community in its full diversity. Processes respect a range of values and interests and the knowledge of those involved. Historically excluded individuals and groups are included authentically in processes, activities, and decision- and policy-making. Impacts, including costs and benefits, are identified and distributed fairly.
- *Good Quality Process Design and Implementation*: Public involvement processes and techniques are well-designed to appropriately fit the scope, character, and impact of a policy or project. Processes adapt to changing needs and issues as they move forward.
- *Transparency*: Public decision-making processes are accessible, open, honest, and understandable. Members of the public receive the information they need to participate effectively.
- *Accountability*: City leaders and staff are accountable for ensuring meaningful public involvement in the work of city government.

**Additional non-discriminatory policies** The Portland Bureau of Transportation has in place a Transportation Title VI Civil Rights Program and Plan to support and ensure implementation of the above policy. The plan's elements that protect against discrimination apply to PBOT, its sub-recipients, contractors and consultants. The Transportation Title VI Civil Rights Program Plan and Ordinance are located on the Portland Bureau of Transportation website at the following web address: [www.portlandonline.com/transportation/index.cfm?c=34752](http://www.portlandonline.com/transportation/index.cfm?c=34752)

The August 2016 Recommended Draft of the Transportation System Plan (TSP) Stage 2 Update includes specific acknowledgement of the goals and policies of *Chapter 2: Community Involvement* of the adopted City of Portland 2035 Comprehensive Plan. It also identifies 19 additional TSP *Section 3: Community Involvement Objectives*.

**Inclusive Outreach and Engagement Strategies** To insure participation of Title VI protected groups, and to address physical accessibility, language issues and other accommodations for Title VI protected groups. At a minimum, such strategies shall include:

- Providing for a variety of ways for community members to participate in public processes, including informal meetings/open house presentations and written and oral testimony;
- Ensuring that meeting locations and times are convenient and accessible to all, including low income, minority communities, people with Limited English Proficiency and people with disabilities;
- Seeking out and considering the views of minority and/or low income communities;
- Providing meeting facilities that are accessible to all and specifying in meeting notices that accommodations are available upon request;
- Ensuring equal access to City programs, services and activities by providing reasonable modifications and accommodations upon request; and
- Following all Oregon Public Records and Public Meetings Laws for relevant meetings.

ORDINANCE NO. 187954

\*Authorize application to the Metro Regional Government for grants up to \$30 million for eight Active Transportation infrastructure or project development projects and two Regional Freight Investment Projects (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Through the Regional Flexible Funds grant process, the Metro Regional Government is soliciting transportation infrastructure and project development proposals for federal transportation funding that will be available between 2019 and 2021.
2. There is approximately \$26 million available region-wide for Active Transportation/Complete Streets projects that support non-auto trips and ensure safe streets designed for all users.
3. There is approximately \$7 million available region-wide for Regional Freight Investments projects which support the development of the region's economy through investment in green infrastructure and key freight projects or programs.
4. Working with stakeholders, the Bureaus of Transportation and Parks and Recreation identified eight priority Active Transportation projects and two priority freight projects (Exhibit A) for application for Metro Regional Flexible Funds grants.
5. The projects identified will help to build critical transportation infrastructure and support multi-modal safety improvements throughout the City of Portland transportation system.
6. The projects listed on Exhibit A are consistent with the recently updated Transportation System Plan Project List. The grant application project list was developed with the help of the City's Bicycle, Pedestrian and Freight Advisory Committees and with additional feedback provided by the Transportation Justice Alliance.
7. Local match of at least 10.27% will be provided from Transportation and Parks System Development Charges.

NOW, THEREFORE, The Council directs:

- a. The Director of the Portland Bureau of Transportation is hereby authorized to make application to Metro for grants in the amount of up to \$30 million and to document City Council support in the required projects nomination letter.
- b. The Director of the Portland Bureau of Transportation is authorized to provide such information and assurances as are required for the grant period.
- c. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Commissioner-in-Charge's behalf.

Section 2. The Council declares that an emergency exists because the grant applications are due immediately; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council: **AUG 17 2016**

Commissioner Steve Novick

Prepared by: Mark Lear:CK

Date Prepared: 08/02/16

**Mary Hull Caballero**

AUDITOR OF THE CITY OF PORTLAND

By 

Deputy

Agenda No.  
**ORDINANCE NO. 187954**  
 Title

\*Authorize application to the Metro Regional Government for grants in the amount of up to \$30 million for eight Active Transportation infrastructure or project development projects and two Regional Freight Investment Projects. (Ordinance)

<p><b>INTRODUCED BY</b>                  Commissioner/Auditor:  <b>COMMISSIONER STEVE NOVICK</b></p> <p><b>COMMISSIONER APPROVAL</b></p> <p>Mayor—Finance and Administration - Hales</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Novick <i>SN</i></p> <p><b>BUREAU APPROVAL</b></p> <p><b>Bureau: Transportation</b>  <b>LEAH TREAT, DIRECTOR</b> <i>LT</i></p> <p>Prepared by: Mark Lear: CK <i>MSL</i></p> <p>Date Prepared: August 2, 2016</p> <p>Supervisor:</p> <p>Impact Statement                  Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document                  If "Yes" requires City Policy paragraph stated in document.                  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p><b>City Auditor Office Approval:</b>                  required for Code Ordinances</p> <p><b>City Attorney Approval:</b>                  required for contract, code, easement, franchise, comp plan, charter</p> <p><b>Council Meeting Date</b>                  August 17<sup>th</sup>, 2016</p>	<p>CLERK USE: DATE FILED <u>AUG 09 2016</u></p> <p style="text-align: center;">Mary Hull Caballero                  Auditor of the City of Portland</p> <p>By: <u><i>MHC</i></u>                  Deputy</p> <p>ACTION TAKEN:</p>
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<b>AGENDA</b>
<p><b>TIME CERTAIN</b> <input type="checkbox"/></p> <p>Start time: _____</p> <p><b>Total amount of time needed:</b>                  (for presentation, testimony and discussion)</p>
<p><b>CONSENT</b> <input type="checkbox"/></p>
<p><b>REGULAR</b> <input checked="" type="checkbox"/></p> <p><b>Total amount of time needed: 20 minutes</b>                  (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	_____	
3. Saltzman	3. Saltzman	✓	
4. Novick	4. Novick	✓	
Hales	Hales	✓	

## Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds

<b>Active Transportation Projects Name (Alphabetical)</b>	<b>Description</b>	<b>Maximum Grant Request</b>
Brentwood-Darlington Safe Routes to School: Sidewalk Infill & Neighborhood Greenway	Brentwood-Darlington is a neighborhood with numerous sidewalk gaps and substandard bicycle facilities. This project would provide sidewalk infill on SE Duke St and SE Flavel St. from 52 <sup>nd</sup> Ave to 82 <sup>nd</sup> Ave; a neighborhood greenway on Knapp and Ogden from 32 <sup>nd</sup> to 87 <sup>th</sup> ; and a pedestrian/bicycle connection to the Springwater Corridor on 87 <sup>th</sup> Ave. south of Flavel.	\$3,500,000
Connected Cully, Phase 2: NE 72 <sup>nd</sup> Ave Pedestrian/Bicycle Parkway	Provide a high-quality pedestrian and bicycle parkway along NE 72 <sup>nd</sup> Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Neighborhood Greenway to the south. The project would construct a multi-use path in the center of the heritage parkway median from Sandy to Prescott, separated pedestrian and bicycle pathways from Prescott to Sumner, and a shared pathway from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.	\$4,000,000
David Douglas Safe Routes to School: Sidewalk Infill on 117 <sup>th</sup> , 130 <sup>th</sup> , and Mill	This project would fill important sidewalk gaps on key walking routes in the David Douglas School District. The project would construct sidewalk infill on SE 130 <sup>th</sup> Ave from Stark to Division, SE Mill St from 130 <sup>th</sup> to 148 <sup>th</sup> , and SE 117 <sup>th</sup> Ave from Stark to Division.	\$3,500,000
Hillsdale Town Center Pedestrian Connections: Sidewalk Infill on SW Beaverton-Hillsdale Hwy	Provide better pedestrian facilities and access to Hillsdale Town Center, the Red Electric Trail, transit and schools by constructing sidewalk infill on SW Beaverton-Hillsdale Highway between Dosch and 18 <sup>th</sup> Avenue/Hillsdale Town Center and on Dosch from Beaverton-Hillsdale Highway to Flower.	\$3,500,000
Jade & Montavilla Connected Centers Project	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. Several improvements have been identified through the Portland Local Action Plan for the Powell-Division Transit and Development Project and additional improvements will be identified through coordinated planning efforts by ODOT, PBOT and BPS along the 82 <sup>nd</sup> Ave. Corridor.	\$4,000,000

**Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds**

<p>NE Halsey Safety &amp; Access to Transit</p>	<p>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 82<sup>nd</sup> Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 47<sup>th</sup> and 92<sup>nd</sup>, a bikeway on Halsey from 65<sup>th</sup> to 92<sup>nd</sup>, and multi-use path connection from the 82<sup>nd</sup> Ave. MAX station to the future I-205 undercrossing.</p>	<p>\$3,000,000</p>
<p>N. Portland Greenway Trail: Baltimore Woods Segment</p>	<p>This project will provide better active transportation connections to nature and also to Rivergate jobs by construct 1.8 miles of high quality bikeway improvements in the St. Johns neighborhood to complete a trail gap between Pier Park and Willamette Greenway. The improvements will include bicycle lanes, sidewalks, neighborhood greenways and off-street pathways.</p>	<p>\$3,000,000</p>
<p>Outer Stark and Outer Halsey Complete Streets Project Development</p>	<p>Outer Stark and Outer Halsey are both High Crash Network streets that need to be fundamentally redesigned as Complete Streets to achieve Vision Zero goals and allow for multimodal accessibility to transit and commercial areas such as Gateway and Rosewood. This project development grant will be used to help determine the most effective infrastructure improvements and roadway designs to increase safety and provide transit, schools, services and employment access improvements to community members.</p>	<p>\$300,000</p>

## Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds

### Regional Freight Investment Projects

Name (Alphabetical)	Description	Maximum Grant Request
Central Eastside Circulation and Safety Enhancement Project	Drawing on themes identified in the Central City 2035 Southeast Quadrant Plan, improve freight movement through the Central Eastside and reduce mode conflict. ITS improvements would include new traffic signals at MLK and Washington, Grand and Washington, 16 <sup>th</sup> and Irving and additional locations and protected left turns at Stark and Washington and Clay and Mill.	\$3,500,000
Columbia Blvd. ITS for Freight	The traffic signals throughout the Columbia Blvd. corridor are neither interconnected nor timed for the heavy concentration of truck activity that is present in the corridor. The individual performance characteristics of freight vehicles is not accounted for in current signal operations. As a result, travel through the corridor is unpredictable, negatively affecting the companies that depend on delivery as a part of their business. Smart Technologies and advanced communications infrastructure will allow active management of the corridor to improve conditions for freight and enable safer and more efficient progression of truck traffic.	\$750,000