



## Active Transportation & Complete Streets Projects

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

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

### Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

### Project Definition

#### Project Description

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

#### Base project information

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

#### Purpose and Need Statement

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

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

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

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

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

- *Attach a completed Active Transportation Design checklist (Appendix C).*  
See attached.
- *Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).*  
First, PBOT will conduct pre- and post-project traffic counts that will include bicycle and pedestrian use. Bicycles and pedestrian traffic will be monitored with manual traffic counts. The methodology will be consistent with PBOT’s annual Bicycle Count Reports and pedestrian count methodology used for engineering evaluations. PBOT will monitor motor vehicle traffic with the most reliable technology available. Pneumatic tube counters will be utilized to capture speed, volume, and vehicle classification data pre- and post-project. Bluetooth sensors will capture unique Bluetooth signals to measure travel times through the corridors. When necessary, manual intersection turning movement counts will be utilized to better understand the distinct operational needs of intersections within the project boundaries. Second, we will measure safety by evaluating pre- and post-project traffic crash data. Traffic crash information will be monitored for early performance. However, the best data analysis can only take place at least three years post-project. PBOT will monitor to compare pre- and post- crash data in 3- and 5-year evaluations. Third, user experience information will be gathered. PBOT will conduct pre- and post-project intercept surveys on the affected streets. The purpose will be to ask about comfort, safety, and convenience of walking and bicycling along the treated roadways.

**Project Cost and Funding Request Summary**

- *Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology.*  
See attached cost estimate.
- *Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support*

The project cost estimate was determined by engineers in the Civil Design Services and Traffic Design Services sections at PBOT, based on a scope jointly developed by planners and engineers familiar with the project area. The project has a high level of readiness and funding for the project can be obligated within the allotted timeframe. This project is not expected to have significant environmental impacts and would be eligible for a categorical exclusion under NEPA. The local funding will come from Transportation System Development Charges, an ongoing revenue stream for PBOT that is eligible to be used for a portion of the cost of capacity-enhancing projects. In order to support extensive and inclusive community engagement, PBOT has added an additional \$80,000 to the attached cost estimate; this additional funding will support community engagement for project development, construction, demand management, and project measurement.

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

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

Political and community support is high for this project, especially after recent public outreach conducted for the Growing Transit Communities Plan in partnership with TriMet. City Council passed Ordinance No. 187954 supporting and directing PBOT to submit this and other RFF grant applications on August 17, 2016. See attached Ordinance. This grant was prioritized and selected based on input from the City's modal advisory committees and the Transportation Justice Alliance during the Spring and Summer of 2016. Multiple community groups have written letters of support for this grant application, many of whom were involved in identifying improvements that were included in this project scope and grant application.

- Total project cost
  - \$5,160,000
- RFFA funding request by project phase:
  - PE: \$883,920
  - ROW: \$147,320
  - Construction: \$1,915,160
  - TDM: \$46,400
- Local match or other funds
  - \$2,167,200 (42%)

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

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

#### **Project sponsor agency**

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

large majority of the projects have been delivered on time and on budget. On the few occasions where projects have encountered budget issues the bureau has been able to identify funding to deliver the projects. The bureau has had a few projects that have been delayed mostly due to permitting and right of way issues. For all current projects those issues are resolved and the projects are on track to be delivered.

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

- 1) N. Lombard/St. Louis/Ivanhoe/Philadelphia intersection project (Construction completed 2012)
- 2) N. Portland Rd/Columbia Blvd intersection project (2014/15 RFFA. Planning and Design Phase completed in 2013. Construction Phase funded by STIP and will begin in 2017)
- 3) North Time Oil Road-Burgard Street Intersection Project (2014/15 RFFA. Awaiting notice to proceed from FHWA.
- 4) Going to the Island Freight Improvement Project (2014/15 RFFA. Design Phase to be completed in 2017 and Construction completed in 2019)
- 5) South Rivergate Freight improvement Project (2016-18 RFFA. Design Phase to begin in 2016. Project construction will be funded by multiple local and federal funding sources)
- 6) SE Foster Road (2014-2016 and 2015-2017 RFFA. Design phase underway. Construction in 2017)

- *Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.*

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

### **Highest priority criteria**

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

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

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

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

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

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

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

connectivity because they are designed for high-speed, high-volume traffic and either have deficient ped/bike facilities or no facilities at all. Analysis of existing conditions highlights the level of need for this area. According to the Metro analysis for the 82<sup>nd</sup> Ave Pedestrian District, the area gets relatively low scores on pedestrian crashes, sidewalk completion, signalized crossings, connectivity, and people and places. Similarly, the Halsey Pedestrian Corridor gets low scores on auto speeds and lanes, signalized crossings, and street connectivity. According to the Metro Cycle Zone analysis for Cycle Zone 36, bikeway density and connectivity are lower than surrounding areas, even though bicycling potential is very high.

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

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

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

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

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

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

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

**Higher priority criteria**

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

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

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

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

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

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

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

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

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

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

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

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

**Priority criteria**

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

Public engagement during project development and construction will follow the International Association for Public Participation (IAP2) Spectrum of Public Participation framework in which a variety of engagement tools will be used in order to inform, consult, involve and collaborate with community members at large and those who could potentially be impacted by project decisions. PBOT will keep the public informed, listen to and acknowledge concerns, work with the public to ensure that concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decisions. Where possible, PBOT will look to the public for direct advice and innovation in formulating solutions and will incorporate public advice and recommendations into the decisions to the maximum extent possible. At every opportunity, staff will conduct culturally-responsive and language-based outreach and engagement especially focused to traditionally underserved communities. Public engagement tools to be used for informing the public may include

website, social media updates, interested party emails, selective advertising, press releases, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory committees, public workshops, feedback surveys, open houses, focus groups, Community Engagement Liaison services and working directly with businesses, neighborhood and cultural organizations and community groups.

After the project is completed, we will use demand management programs to increase public awareness and utilization of the projects. Pedestrian and bicycle wayfinding will be developed in coordination with community groups and Portland Parks and Recreation with information on nearby neighborhood, commercial, and open space destinations. Outreach and education activities will be coordinated with community organizations, including guided walks and bicycle rides as well as targeted behavior change campaigns using the Portland SmartTrips model.

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

The regional flexible funds invested in this project will leverage \$2,167,200 in City of Portland Transportation System Development Charge (TSDC) funds, for a 42% local match against the total project cost. The project will be added to the TSDC project list and the City of Portland has more than adequate TSDC funds available to meet this local match obligation, so we declare that this local match is certain to be received.

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

A high-quality bikeway along Halsey St, along with pedestrian improvements along Halsey and around the 82<sup>nd</sup> Ave MAX Station, will provide an active transportation alternative to congested roadways in Regional Mobility Corridor 5 such as Halsey, Glisan, and I-84. People taking shorter trips (one mile or less for walking, three miles or less for bicycling) are especially likely to switch to active transportation rather than drive on congested streets and highways, as long as good facilities are made available. Improved access to transit from this project is also likely to induce more ridership from people who otherwise may choose to drive for longer trips. According to the Atlas of Mobility Corridors, NE Halsey St and NE Glisan St experience moderate congestion on certain segments in the PM peak, while I-84 experiences severe congestion in both the AM and PM peak.

#### **Process**

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

In the spring of 2014, PBOT staff began the process of forming a Candidate list of Major Projects for inclusion in the Transportation System Plan (TSP). This process began by considering projects that were included in the 2007 TSP, the 2014 TRP, or other plans adopted since 2007. The TSP Major Project List update process included extensive opportunities for public engagement with projects displayed on the 2035 Comprehensive Plan Proposed Draft Map App starting in June 2014. Members of the public were invited to comment directly through the Map App, and there was extensive

community outreach at meetings and events. As noted in our certification of Appendix A – the public engagement and non-discrimination certification, PBOT developed and used a thorough public engagement plan which included stakeholder analysis and a focus on efforts to engage underrepresented populations. In order to develop the TSP Major Projects list, projects were also evaluated based on criteria that measures the following: safety, neighborhood access, economic benefit, health, equity, climate, costs effectiveness and community support. This evaluation, along with additional public feedback, helped to determine the final TSP Major Projects List.

When looking for projects to be considered for this funding opportunity, PBOT staff looked to projects identified within the above TSP Major Projects selection process. We narrowed this large list by also considering the specific RFF grant criteria, the availability of match, readiness factors for projects, feedback from PBOTs pedestrian and bicycle advisory committees, feedback from the Transportation Justice Alliance, other City Bureau priorities, and community needs identified not only within the TSP, but also from additional ongoing planning efforts and bureau commitments. Specifically, many specific project elements were identified through the Eastside MAX Station Area Communities Report (adopted in 2009) and the Growing Transit Communities Plan (currently in process).

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

PBOT has coordinated with ODOT Region 1 staff regarding the 68<sup>th</sup>/Halsey intersection redesign (near a freeway off-ramp) and the 82<sup>nd</sup>/Jonesmore signal modification, which were developed through the ODOT-funded Growing Transit Communities Plan. ODOT staff is supportive of PBOT submitting a RFF grant application for the proposed project. They did not see fatal flaws and were comfortable with the conceptual design advancing. They offered design considerations and identified items that may need further coordination once the project is funded and entering preliminary design. PBOT is committed to continued coordination with ODOT Region 1 and seeking their review as well as any necessary State Traffic Engineer approvals.

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

## 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

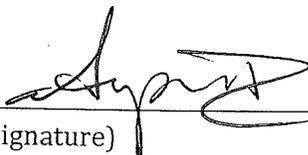
### 2. Summary of non-discriminatory engagement

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)
  - The Halsey-to-81<sup>st</sup> curve currently has no sidewalk on the northeast side, and the segment of Halsey from Jonesmore to 92<sup>nd</sup> has no sidewalks on either side.
  - The proposed project will add sidewalk infill on the northeast side of Halsey/81<sup>st</sup>, on the north side of Halsey at Jonesmore, and on the north side of Halsey from 88<sup>th</sup> to 90<sup>th</sup>. It will also build a multi-use path with curb on the south side of Halsey from Jonesmore to 92<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
  - Most of the corridor does not have compliant curb ramps currently.
  - This project will add curb ramps at all intersections where improvements are being made (crossing, intersection redesigns, signal modifications, etc), and new sidewalks will be constructed with curb ramps.
- Add pedestrian crossing at appropriate location
  - Enhanced pedestrian crossings will be added at 65<sup>th</sup>/Halsey, 68<sup>th</sup>/Halsey, and 80<sup>th</sup>/81<sup>st</sup>/Halsey, Jonesmore/Halsey, and 88<sup>th</sup>/Halsey
- 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
  - The project will reduce pedestrian crossing distance along the length of this section of Halsey by reducing the number of travel lanes (west of 81<sup>st</sup>) or by removing parking lanes (east of Jonesmore).
  - Intersection redesigns at 68<sup>th</sup>/Halsey and 81<sup>st</sup>/Halsey will further reduce crossing distance.

- Narrowed travel lanes
- Reduced corner radii (e.g. truck apron)
- Curb extensions
  - Curb extensions will be added at 65<sup>th</sup>/Halsey, 81<sup>st</sup>/Halsey, and 88<sup>th</sup>/Halsey
- 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 at the section of multi-use path from 81<sup>st</sup> to 82<sup>nd</sup> under the Halsey overpass.
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
  - The traffic signal at 82<sup>nd</sup> & Jonesmore currently has a permissive left turn from Jonesmore to 82<sup>nd</sup> that conflicts with the high volumes of pedestrians crossing at the southern leg to transfer between bus and MAX.
  - This project would modify the signal to eliminate this permissive left turn, instead completely separating the pedestrian movement and vehicle movement.
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
  - NE Halsey St from roughly 70<sup>th</sup> to 80<sup>th</sup> has four travel lanes (two in each direction), despite being only two lanes to the west and east of this section. PBOT analysis has shown that traffic volumes do not justify the number of lanes.
  - The current design of complex intersections at 68<sup>th</sup>/Halsey and 81<sup>st</sup>/Halsey cause safety issues for all modes due to poor sightlines and geometries that encourage high speeds.
  - This project will implement a classic road diet on this section of Halsey (from 4 lanes to 2 lanes + center turn lane + bike lanes), will redesign 68<sup>th</sup>/Halsey with an expanded transit island, and will redesign 81<sup>st</sup>/Halsey as a mini-roundabout.
- Wayfinding
  - Wayfinding will be added to help people walking find destinations like the Juvenile Detention Center, JOIN, 82<sup>nd</sup> MAX Station, PPS schools, and Gateway Green.
- Benches
- Transit stop amenities or bus stop pads
  - The project would expand the poorly-maintained transit island at 68<sup>th</sup>/Halsey, adding space for shelters and other amenities.
  - The project would also add sidewalks at 88<sup>th</sup>/Halsey where none currently exist, making space for full transit stops with amenities.
- Add crosswalk at transit stop
  - Enhanced crossings will be added at multiple transit stops, including 65<sup>th</sup>/Halsey, 68<sup>th</sup>/Halsey, and 88<sup>th</sup>/Halsey
- 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 the Halsey corridor
- Buffered bike lanes will be added on NE Halsey St from 65<sup>th</sup> to 84<sup>th</sup>

Separated multi-use trail parallel to roadway

- There are currently no bicycle facilities provided along the Halsey corridor
- A separated multi-use trail will be added on the south side of Jonesmore and Halsey from 82<sup>nd</sup> to 92<sup>nd</sup>

Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals)

- Bike signals will be added to the 82<sup>nd</sup>/Jonesmore intersection to enable an east-west bicycle crossing.

Medians and crossing treatments

- Pedestrian crossings will also be built as bike-friendly crossings.

Wayfinding, street markings

- Wayfinding will be added to help people biking find destinations like the Juvenile Detention Center, JOIN, 82<sup>nd</sup> MAX Station, PPS schools, and Gateway Green.
- 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

Bicycle boulevard treatment where ADT is less than 3,000 per day: Buffered bicycle lane, 6 foot bike lane, 3 foot buffer

- A bicycle boulevard treatment will be used on local streets to connect the major project elements to the surrounding network.

### C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- Turning radius improvements (freight route only)
- Gateway feature
- Street trees
- 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

## Halsey Safety and Access to Transit – NE Halsey St

August 19, 2016

**Requested by:** Zef Wagner

**Prepared by:** Annie Parham

**Locations:** NE Halsey St from NE 62<sup>nd</sup> Ave to NE 92<sup>nd</sup> Ave

**Description:** Multi-Use Path on NE Halsey St from NE 82<sup>nd</sup> Ave to NE 92<sup>nd</sup> Ave, crossing improvements including sidewalk infill at NE Halsey & 62<sup>nd</sup>, NE Halsey & 68<sup>th</sup>, NE Halsey & 81<sup>st</sup>, NE Jonesmore & 82<sup>nd</sup>, NE Halsey & Jonesmore, and NE Halsey & 88<sup>th</sup>, restriping and bike lanes along proposed route. (See attached site maps)

### NE Halsey St from NE 62<sup>nd</sup> Ave to NE 82<sup>nd</sup> Ave

**Cross Section:**

- 36' – 46' roadway curb to curb in 60' Right-of-Way, 0.5' curb on north and south side of street, with intermittent sidewalk.

**Proposed Update:**

- Restriping to include bike lanes, crossing improvements including sidewalk infill at NE Halsey & 62<sup>nd</sup>, NE Halsey & 68<sup>th</sup>, and NE Halsey & 81<sup>st</sup>.

### NE Halsey St from NE 82<sup>nd</sup> Ave to NE 92<sup>nd</sup> Ave

**Current Cross Section:**

- 55' roadway curb to curb in 70' Right-of-Way, 0.5' curb on north and south side of street, with intermittent sidewalk.

**Proposed Cross Section:**

- 12' multi-use path, 3' planter strip, 0.5' curb on south side of 43' roadway with 3'-5' high conventional segmental wall where needed at back of walk on south side of street, 0.5' curb on north side of street in 70' Right-of-Way.

**Issues:**

- Water – Relocation of two fire hydrants.
- BES – Relocation of inlets and leads within scope.
- Signals and Street Lighting – Signal improvement at NE Jonesmore St & NE 82<sup>nd</sup> Ave.
- Environmental and Zoning – None identified.
- Contaminated Media – None identified.
- Right-of-Way Needs – None identified.
- Railroads – None identified.
- Parks – None identified.
- Other Jurisdictions – None identified.

**Cost Estimate:**

Construction	\$ 2,111,000
Project Management (5%)	90,000
Design Engineering (25%)	450,000
Construction Management (15%)	270,000
Right-of-Way (Cost + 30% Contingency)	0
Overhead (79.27%)	642,000
Estimate Contingency	1,517,000

Total Project Estimate: \$ 5,080,000

**Estimating Assumptions:**

- Assumed marked crossing at NE Halsey & 62<sup>nd</sup>, NE Halsey & 68<sup>th</sup>, NE Halsey & 81<sup>st</sup>, NE Jonesmore & 82<sup>nd</sup>, NE Halsey & Jonesmore, and NE Halsey & 88<sup>th</sup>, per Andrew Sullivan/PBOT Traffic.
- Assumed values for all traffic related items (pavement markings, signals, signs, etc.) taken from similarly scoped project 50's Bikeway, per Andrew Sullivan/PBOT Traffic.
- Assumed conventional segmental retaining wall to be used at a price of \$59.16/sqft (\$55.2 - 2011 cost inflated to the current market), per Cedar Heinle, PBOT Bridges and Structures.
- Assumed relocation of existing inlets and leads along sidewalk.
- Assumed 3' asphalt pavement repair in front of proposed curb; assumed asphalt section of 8" AC on 8" aggregate base.
- Assumed signal improvement at NE Jonesmore & NE 82<sup>nd</sup> Ave.
- Assumed no additional stormwater solutions necessary because construction does not create a need for additional treatments, per Tim Knighton/BES. (Existing street includes curbs, both sides.)
- Assumed planting 93 trees.
- Assumed parking removal on south side of NE Halsey St from NE 85<sup>th</sup> to NE 92<sup>nd</sup>.

**Review & Approval:**

*Ea B. Huntsinger* \_\_\_\_\_ *8-24-14*  
 Reviewed by Engineer of Record Date

*Zola Sauley by eby* \_\_\_\_\_ *8-25-14*  
 Reviewed and Approved by Engineering Services Division Manager Date

**Attachments:**

- Detailed estimate spreadsheet
- Site map with proposed improvements

CITY OF PORTLAND, OREGON  
BUREAU OF TRANSPORTATION  
PRELIMINARY ENGINEER'S ESTIMATE  
Halsey Safety and Access to Transit - NE Halsey St

Date: August 19, 2016

By: Annie Parham

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF NE HALSEY ST FROM NE 62ND TO NE 92ND

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	\$ 149,061.42	\$ 149,061.42
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1	\$ 44,718.43	\$ 44,718.43
3	TEMPORARY SIGNS	0225	SQFT	460	\$ 20.00	\$ 9,200.00
4	TEMPORARY BARRICADES, TYPE II	0225	EACH	30	\$ 100.00	\$ 3,000.00
5	TEMPORARY BARRICADES, TYPE III	0225	EACH	15	\$ 150.00	\$ 2,250.00
10	TEMPORARY PLASTIC DRUMS	0225	EACH	25	\$ 52.00	\$ 1,300.00
12	TEMPORARY FLEXIBLE PAVEMENT MARKERS	0225	EACH	600	\$ 3.00	\$ 1,800.00
17	SEQUENTIAL ARROW SIGNS	0225	EACH	2	\$ 1,800.00	\$ 3,600.00
19	FLAGGERS	0225	HOUR	1,500	\$ 48.50	\$ 72,750.00
23	EROSION CONTROL	0280	LS	1	\$ 14,906.14	\$ 14,906.14
29	INLET PROTECTION	0280	EACH	16	\$ 88.00	\$ 1,408.00
30	POLLUTION CONTROL PLAN	0290	LS	1	\$ 1,490.61	\$ 1,490.61
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1	\$ 59,624.57	\$ 59,624.57
45	CLEARING AND GRUBBING	0320	LS	1	\$ 38,755.97	\$ 38,755.97
49	GENERAL EXCAVATION	0330	CUYD	2,229	\$ 49.00	\$ 109,221.00
79	10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	240	\$ 110.00	\$ 26,400.00
96	CONCRETE INLETS, TYPE CG-2	0470	EACH	12	\$ 1,900.00	\$ 22,800.00
134	RETAINING WALL, CONVENTIONAL SEGMENTAL	0596	SQFT	2,340	\$ 59.16	\$ 138,449.19
146	AGGREGATE BASE, 8 INCH THICK	0640	SQYD	1,283	\$ 12.30	\$ 15,780.90
148	LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	599	\$ 94.50	\$ 56,605.50
164	CONCRETE CURBS, STANDARD CURB	0759	FOOT	2,968	\$ 25.50	\$ 75,684.00
167	CONCRETE ISLANDS	0759	SQFT	5,385	\$ 11.70	\$ 63,004.50
168	CONCRETE DRIVEWAYS	0759	SQFT	3,740	\$ 8.40	\$ 31,416.00
170	CONCRETE WALKS	0759	SQFT	28,046	\$ 7.40	\$ 207,540.40
171	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	21,855	\$ 18.00	\$ 393,390.00
201	PAVEMENT BAR REMOVAL	0851	SQFT	150	\$ 3.00	\$ 450.00
204	LONGITUDINAL PAVEMENT MARKING - PAINT	0860	FOOT	460	\$ 0.46	\$ 211.60
206	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	0865	FOOT	2,400	\$ 1.40	\$ 3,360.00
208	PAVEMENT LEGEND, TYPE F: GREEN BICYCLE LANE + WHITE STENCIL MARKINGS	0867	SQFT	6,000	\$ 3.00	\$ 18,000.00
209	PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	0867	EACH	30	\$ 286.00	\$ 8,580.00
210	PAVEMENT LEGEND, TYPE B-HS: ARROWS	0867	EACH	2	\$ 261.00	\$ 522.00
212	PAVEMENT BAR, TYP B-HS	0867	SQFT	1,200	\$ 9.90	\$ 11,880.00
213	PAVEMENT BAR, TYPE A	0867	SQFT	460	\$ 4.50	\$ 2,070.00
215	REMOVE EXISTING SIGNS	0905	LS*	89	\$ 41.70	\$ 3,711.30
216	REMOVE & REINSTALL EXISTING SIGNS	0905	LS*	12	\$ 167.00	\$ 2,004.00
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	0920	LS*	110	\$ 182.00	\$ 20,020.00
219	PIPE SIGN SUPPORTS	0930	LS*	110	\$ 180.00	\$ 19,800.00
223	TYPE "G" SIGNS IN PLACE	0940	SQFT	197	\$ 39.60	\$ 7,801.20
226	TYPE "R" SIGNS IN PLACE	0940	SQFT	225	\$ 20.90	\$ 4,702.50
244	TRAFFIC SIGNAL MODIFICATION	0990	LS*	1	\$ 45,700.00	\$ 45,700.00
251	LAWN SEEDING	1030	SQYD	260	\$ 10.04	\$ 2,607.24
252	TOPSOIL	1040	CUYD	43	\$ 60.00	\$ 2,596.85
255	DECIDUOUS TREES, 2-1/2 INCH CALIPER	1040	EACH	93	\$ 822.00	\$ 76,446.00
269	ADDITIONAL ESTABLISHMENT PERIOD	1040	YEAR*	93	\$ 264.00	\$ 24,552.00
TOTAL BID ITEMS						\$ 1,799,171.32

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

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	RIGHT OF WAY MONUMENTATION		LS*	0.00	\$ -	\$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT		EACH	2.00	\$ 20,000.00	\$ 40,000.00
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	0.00	\$ 20.00	\$ -
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	\$ 1,799.17	\$ 1,799.17
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 179,917.13	\$ 179,917.13

TOTAL ANTICIPATED ITEMS

\$ 221,716.30

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

BID ITEMS						\$ 1,799,171
CONSTRUCTION CONTINGENCY				5%	of Bid Items	\$ 89,959
SUBTOTAL						\$ 1,889,130
ANTICIPATED ITEMS						\$ 221,716
<b>TOTAL CONSTRUCTION</b>						<b>\$ 2,110,847</b>
PROJECT MANAGEMENT				5%	of Bid Items	\$ 89,959
DESIGN ENGINEERING				25%	of Bid Items	\$ 449,793
CONSTRUCTION MANAGEMENT				15%	of Bid Items	\$ 269,876
SUBTOTAL						\$ 809,628
PROJECT ENGINEERING & MANAGEMENT OVERHEAD				79.27%	of PM, Eng, and CM	\$ 641,792
<b>TOTAL PROJECT ENGINEERING &amp; MANAGEMENT</b>						<b>\$ 1,451,419</b>
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES						
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION						
RIGHT-OF-WAY CONTINGENCY				30%	of Land, Improve, and Damages	\$ -
<b>TOTAL PROJECT RIGHT-OF-WAY</b>						<b>\$ -</b>
INFLATION RATE ON CONTRACT			Years	Inflation		
INFLATION RATE ON PERSONNEL			5	4.5%	of Construction	\$ 519,652
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE			5	2.0%	of Eng & Mgmt	\$ 151,065
				20%	of Const, Eng & Mgmt, and Inflation	\$ 846,597
<b>TOTAL PROJECT CONTINGENCY</b>						<b>\$ 1,517,314</b>
<b>TOTAL PROJECT ESTIMATE</b>						<b>\$ 5,079,580</b>



## 82<sup>nd</sup> Avenue Improvement Coalition

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August 17, 2016

82<sup>nd</sup> Avenue Improvement Coalition  
Portland OR  
[82ndAvenue@gmail.com](mailto:82ndAvenue@gmail.com)

Joint Policy Advisory Committee on Transportation  
c/o Regional Flexible Funding

To Joint Policy Advisory Committee on Transportation Members;

We are excited to write a letter of support for the following Regional Flexible Funding projects:

- NE Halsey Street Safety and Access to Transit Project
- Jade & Montavilla Connected Centers Project
- Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway Project

These projects will align with several projects currently underway that directly involve 82<sup>nd</sup> Avenue; specifically, the City of Portland led Understanding Barriers to Development and the Oregon Department of Transportation led 82<sup>nd</sup> Avenue Implementation Plan. Both studies are supported by the 82<sup>nd</sup> Avenue Improvement Coalition.

The 82<sup>nd</sup> Avenue Improvement Coalition seeks to encourage development of multi-modal transportation facilities and promote creation of “complete neighborhoods.” Complete neighborhoods offer a variety of transportation options that are built at walkable and bikeable human scale.

Presently, 82<sup>nd</sup> Avenue is a High Crash Corridor. Those that live near 82<sup>nd</sup> Avenue view this boulevard as a physical barrier separating neighborhoods that is challenging, at best, and dangerous, at worst, to access as a pedestrian or bicyclist. These projects seek to enhance crossing opportunities and connect key pedestrian and bike routes.

Examples include the addition of pedestrian scale lightening near the 82<sup>nd</sup> Avenue MAX station and crossing enhancements at several intersections and addition of bicycle lanes to the Halsey Street overpass.

We support the three projects with the understanding that they will be further developed, discussed, and finalized using aforementioned planning efforts and community engagement,

Brian Wong  
Chair

August 26, 2016

Metro Council and JPACT Members  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Selection Committee:

I am writing this letter to offer TriMet's support for the **City of Portland's NE Halsey Street Safety and Access to Transit** project application for the 2019-2021 Metropolitan Transportation Improvement Program (MTIP) funding program Regional Flexible Funds Active Transportation Candidate Project.

TriMet operates Line 77 on NE Halsey Street, on the City-identified High Crash Network. Outdated traffic signals along the corridor have resulted in safety and transit delay issues, and improved crossings are widely spaced and do not serve all bus stops. Several intersections have constrained visibility and encourage high vehicular travel speeds, and some sections of roadway have critical sidewalk gaps. Freeway crossings make bicycle travel difficult due to a lack of dedicated facilities, and accessing 82<sup>nd</sup> Ave MAX Station is not comfortable for those on bike. A sidewalk gap from 82nd MAX Station to the I-205 Overcrossing creates a barrier between the Gateway Transit Center and neighborhoods to the west.

As this corridor, and Line 77 itself, grows into future frequency improvements, increased improvements in signals, intersection designs, bus stop improvements, and high-priority crossings on NE Halsey Street from 60<sup>th</sup> to 92<sup>nd</sup> will support success of this bus line into the future. In addition, improvements to bikeways and multiuse paths are complementary and contribute to successful access to transit by bike.

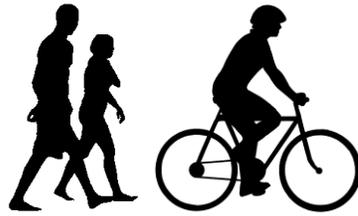
Funding of this project will improve safety on a street in the High Crash Network, provide access to both bus stops and MAX stations, improve the bicycle network in an area with few connections over the freeway, and serve communities of concern who use transit to access educational and employment opportunities in the area. The project also helps to implement the Growing Transit Communities Plan, currently underway.

We look forward to working in coordination with the City of Portland on this project after funding and design of roadway improvements.

Sincerely,



Alan Lehto  
Director Planning and Policy



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:

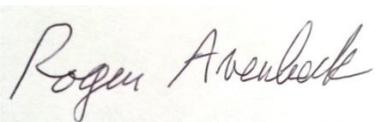
- Brentwood-Darlington Safe Routes to School - Sidewalk Infill & Neighborhood Greenway: Provides Brentwood-Darlington, an underserved neighborhood that relies on active transportation, walking and bicycle facilities. The project will improve safety in a high-crash area and removes conflicts between modes 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.

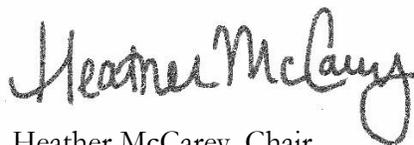
Each of these projects are region-wide investments that make our communities more livable and give people choices in how they travel. Each of these projects score high on the prioritization criteria by serving underrepresented populations that are in projected high growth areas in the Portland Metro 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

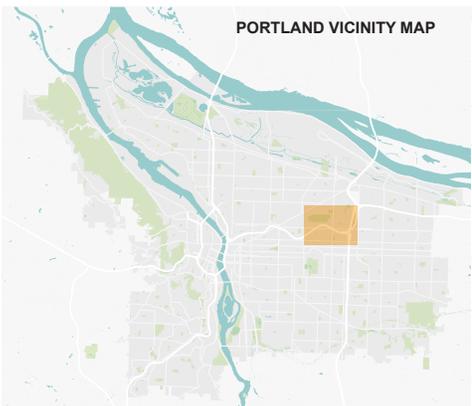
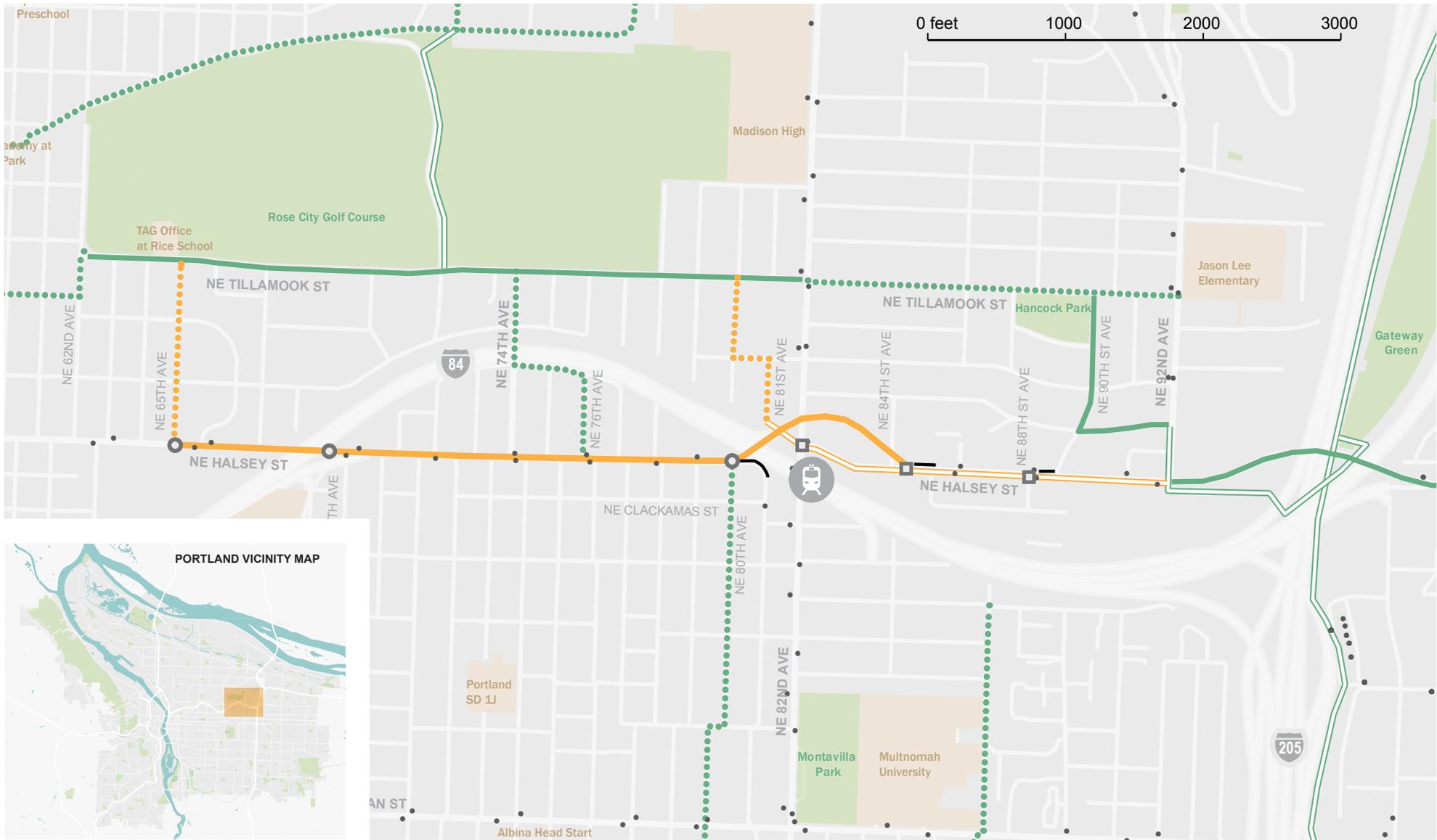
Please note: PAC members Rebecca Hamilton, Co-Chair and Anthony Buczek, as Metro employees, recused themselves from participating in all discussions related to the RFF project selection and related issues.

cc: Joint Policy Advisory Committee on Transportation (JPACT)

# HALSEY

## SAFETY AND ACCESS TO TRANSIT

EXISTING or FUNDED		PROPOSED		PARK SCHOOL	
BIKE LANE		SEPARATED BIKE LANE			
GREENWAY		GREENWAY			
MULTIUSE PATH		MULTIUSE PATH			
BUS STOP		CROSSING: NEW / IMPROVED			
		SIDEWALK INFILL			



## 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