



Active Transportation & Complete Streets Projects

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

Project Definition

Project Description

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

Base Project Information

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

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

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

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

- Active Transportation Design Checklist: Please refer to Appendix C.
- Description of post implementation measurement of project effectiveness: The primary measure of success for this project would be an increase in bicycle and pedestrian use throughout the project corridor. Current conditions do not allow for safe pedestrian and bicyclist use of the roads and trails throughout the entire trail/road corridor. Portland Bureau of Transportation (PBOT) and Portland Parks and Recreation (PP&R) will conduct pre- and post-project traffic and trail counts that will include bicycle and pedestrian use. Bicycles and pedestrian traffic will be monitored with manual traffic counts. The methodology will be consistent with PBOT's annual Bicycle Count Reports and pedestrian count methodology used for engineering evaluations. Motor vehicle traffic is not expected to change with these sidewalk and pathway improvements.

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

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

Project Cost and Funding Request Summary

- Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support. In 2013 PP&R, Oregon Department of Transportation (ODOT), Metro, and other partners completed the *North Portland Greenway Trail Alignment Plan Eastbank Esplanade to Kelley Point Park* plan, which provides project guidance. The project cost estimate was determined by engineers in the Civil Design Services and Traffic Design Services sections at PBOT, based on a detailed scope jointly developed by planners and engineers familiar with the project area. The project

has a high level of readiness and funding for the project can be obligated within the allotted timeframe. This project is not expected to have significant environmental impacts and would be eligible for a categorical exclusion under NEPA. The local match funding of \$727,420 will come from a combination of PP&R and PBOT System Development Charges (SDCs) in the 2019-2021 timeframe for the multi-use regional trail section of this project. Elements of this project have been identified as priorities in multiple locally-adopted plans, including the *Portland Transportation System Plan (2007)*, *Portland Bicycle Plan for 2030, (2010)*, *Parks 2020 Vision (2001)*, *Recreational Trails Strategy (2006)*, and the *2014 Regional Active Transportation Plan*. This project is part of a long-term plan that outlines a 10.5-mile regional trail with many components supported by volunteers, sponsors, neighborhood organizations, local government and private business. Political and community support is high for this project, and many community partners were included in the planning and design of this project, including the Friends of Baltimore Woods and the St. Johns Neighborhood Association. Additional community partners include the 40-Mile Loop Land Trust and npGreenway, an advocacy group whose goal is to link North Portland neighborhoods with the Willamette River for recreation and access to jobs, the Cathedral Park Neighborhood Association, and local businesses including Daimler and Adidas America.

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

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

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

Map of Project Area

Please refer to the attached map.

Project Sponsor Agency

- Contact information:
- Application lead staff: Maya Agarwal, (503) 823-2507, Maya.Agarwal@portlandoregon.gov
- Project Manager (or assigning manager): Dan Layden, 503-823-2804, dan.layden@portlandoregon.gov
- Project Engineer (or assigning manager): Lola Gailey, 503-823-7563, lola.gailey@portlandoregon.gov
- Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why:

PBOT is one of the few local agencies in the state that are fully certified by ODOT to deliver federal aid projects and has extensive experience with delivering federal aid projects. The Bureau has successfully delivered federal transportation projects for over 20 years, and was one of the first agencies to become fully certified. PBOT has delivered a wide range of projects including large bridge projects, active transportation and safe routes to school projects. The large majority of the projects have been delivered on time and on budget. On the few occasions where projects have encountered budget issues PBOT has been able to identify funding to deliver the projects.

PBOT has had a few projects that have been delayed mostly due to permitting and right of way issues. For all current projects those issues are resolved and the projects are on track to be delivered. The following are examples of previously awarded RFFA projects and their status:

- a. N. Lombard/St. Louis/Ivanhoe/Philadelphia intersection project (Construction Phase completed in 2012).
 - b. N. Portland Rd/Columbia Blvd intersection project (2014/15 RFFA. Planning and Design Phase completed in 2013. Construction Phase funded by STIP and will begin in 2017).
 - c. North Time Oil Road-Burgard Street Intersection Project (2014/15 RFFA. Awaiting notice to proceed from FHWA).
 - d. Going to the Island Freight Improvement Project (2014/15 RFFA. Design Phase to be completed in 2017 and Construction completed in 2019).
 - e. South Rivergate Freight improvement Project (2016-18 RFFA. Design Phase to begin in 2016. Project construction will be funded by multiple local and federal funding sources).
 - f. SE Foster Road (2014-2016 and 2015-2017 RFFA. Design phase underway. Construction to occur in 2017).
- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects. PBOT currently has the staff capable to provide all the administrative services related to project management and all technical services related to design engineering, and construction management for delivering federal-aid projects. PBOT has a staff of well-trained project managers and delivery staff with extensive experience in the delivery of federal transportation projects. PBOT has a long track record of delivering federal projects that meet the requirements of the Federal Highway Administration.

Highest Priority Criteria

1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit? The project is located in a culturally diverse and lower-income residential community, and serves the St. Johns Town Center. The project will serve approximately 15,556 people that live within the St. Johns and Cathedral Park neighborhoods, and is more specifically located within US Census Tracts 41.01 and 42, which contain 10,175 people. Additionally, the project is part of the regional trail system, and will be available to the estimated population of 632,309 residents within Portland, and connect to the larger Portland Metropolitan population of 1,556,300.

The project will benefit the following populations:

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

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

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

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

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

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

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

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

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

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

The project will serve the following priority destinations:

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

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

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

Housing:

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

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

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

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

Employment:

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

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

Higher Priority Criteria

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

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

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

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

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

Priority Criteria

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

PBOT and PP&R will keep the public informed, listen to and acknowledge concerns, work with the public to ensure that concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decisions. Where possible, PBOT and PP&R will look to the public for direct advice and innovation in formulating solutions and will incorporate public advice and recommendations into the decisions to the maximum extent possible. At every opportunity, staff will conduct culturally-responsive and language-based outreach and engagement especially focused to traditionally underserved communities. Public engagement tools to be used for informing the public may include website, social media updates, interested parties emails, selective advertising, press releases, door-to-door canvassing, earned media and mailers. Tools to consult, involve and collaborate with the public may additionally include community advisory groups, public workshops, feedback surveys, public events, focus groups, Community Engagement Liaison services and working directly with businesses, neighborhood and cultural organizations and community groups.

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

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

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

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

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

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

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

Process

- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration.

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

In the spring of 2014, PBOT staff began the process of forming a Candidate list of Major Projects for inclusion in the Transportation System Plan (TSP). This process began by considering projects that were included in the 2007 TSP, or other plans adopted since 2007. The TSP Major Project List update process included extensive opportunities for public engagement with projects displayed on the 2035 Comprehensive Plan Proposed Draft Map App starting in June 2014. Members of the public were invited to comment directly through the Map App, and there was extensive community outreach at meetings and events. As noted in Appendix A, PBOT developed and used a thorough public engagement plan which included stakeholder analysis and a focus on efforts to engage underrepresented populations.

In order to develop the TSP Major Projects list, projects were also evaluated based on criteria that measure the following: safety, neighborhood access, economic benefit, health, equity, climate, costs effectiveness and community support. This evaluation, along with additional public feedback, helped to determine the final TSP Major Projects List.

When looking for projects to be considered for this funding opportunity, PBOT staff looked to projects identified within the above TSP Major Projects selection process. PBOT narrowed this large list by also considering the specific RFF grant criteria, the availability of match, readiness factors for projects, feedback from PBOT's pedestrian and bicycle advisory committees, feedback from the Transportation Justice Alliance, other City Bureau priorities, and community needs identified not only within the TSP, but also from additional ongoing planning efforts and bureau commitments. Specifically, the North Portland Greenway: St. Johns Connections project was identified by its compelling benefits for historically underrepresented populations; connections to priority destinations (residential areas, Sitton School, Rivergate Industrial Area, and St. Johns Town Center); and robust public support.

City Council passed Ordinance No. 187954 supporting and directing PBOT to submit this and other RFF grant applications on August 17, 2016. See attached Ordinance. This grant was prioritized and selected based on input from the City's modal advisory committees and the Transportation Justice Alliance during the Spring and Summer of 2016.

Multiple community groups have written letters of support for this grant application, many of whom were involved in identifying improvements that were included in this project scope and grant application.

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

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

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 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

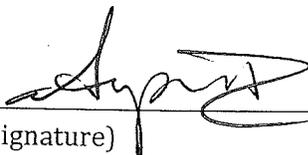
2. Summary of non-discriminatory engagement

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)

North Portland Greenway Trail: St. Johns Connections

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)
 - A section of N. Reno is missing roadway and sidewalks.
 - The proposed project will complete the road and add sidewalk infill to City of Portland Neighborhood Greenway Standards.
- 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 project corridor does not have compliant curb ramps currently.
 - This project will add curb ramps at all intersections where improvements are being made (crossings, intersection redesigns, etc.), and new sidewalks will be constructed with the curb ramps.
- Add pedestrian crossing at appropriate location
 - Enhanced pedestrian crossings will be added throughout the project corridor.
- 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
- Narrowed travel lanes
- Reduced corner radii (e.g. truck apron)
- Curb extensions
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- Add countdown heads at signals

- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Wayfinding
 - MUTCD-style wayfinding will be provided along neighborhood greenway and bicycle route facilities to help people walking and biking to find nearby neighborhood and commercial destinations, including the fire department, three local schools, the St. Johns business district, four parks, and the St. Johns Community Center.
- Benches
- Transit stop amenities or bus stop pads
- Add crosswalk at transit stop
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street

B. Bicycle Projects design elements

Design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists, making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

For every element checked describe existing conditions and proposed features:

- On streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000): Buffered bicycle lane, 6 foot bike lane, 3 foot buffer; Protected bikeway with physical separation (e.g. planters, parking); Raised bikeway
- Separated multi-use trail parallel to roadway
- Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals)
- Medians and crossing treatments
 - There is currently a small median on one side of the Lombard intersection.
 - The median at Lombard will be improved. Pedestrian crossings will be built as bike-friendly crossings.
- Wayfinding, street markings
 - Wayfinding will be added to help people biking find destinations like the fire department, three nearby PPS schools, St. Johns business district, four nearby parks, and the St. Johns Community Center.
 - 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 throughout the entire project corridor 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
 - A gateway feature will be included along the project corridor.
- Street trees

- Street trees will be added throughout the corridor where necessary and as required by Portland Title 11 Tree Code.
- 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)
 - This project improves 1,300 lineal feet of a dirt trail through Baltimore Woods Natural Area to a minimum 12' trail width (plus 2' graded area each side).
 - Additionally, a currently paved 300' linear pedestrian trail within Cathedral Park will be brought up to regional path standards (12' trail width (plus 2' graded area each side), for a total of 1,600 feet (1/3 mile) of new or improved regional trails.
- Always maintains minimum 5' separation when adjacent to street or never adjacent to street
 - The off-street section of the multi-use regional trail is never adjacent to the street.
- All on-street segments include improvements beyond bike lanes (item C, above) or no on-street segments
 - On-street segments will include a number of improvements beyond bike lanes, including a gateway feature, additional street trees, and ITS elements (i.e. signal timing and speed detection)
- All street crossings include an appropriate high-visibility crosswalk treatment.
 - This project includes appropriate high-visibility crosswalk treatments at ten street crossings and intersections.
- All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
 - There are no 4-lane street crossings in this project
- Frequent access points (generally every ¼-mile)
 - The proposed multi-use regional trail contains frequent access points, specifically, the trail is 1,300 lineal feet (1/4 mile) long and is planned to include a north and south access point. Additional access points may be evaluated during the final engineering phase of the project.
- All crosswalks and underpasses include lighting
- Trail lighting throughout
- Trailhead improvements
 - Trailhead improvements will be provided at Cathedral Park. Currently parking, restrooms and picnic facilities are available at the park. Additional wayfinding and interpretive signage will be added to the park.
- Rest areas with benches and wheelchair spaces
- Wayfinding or interpretive signage
 - MUTCD-style Bicycle Wayfinding signage will be installed along the Neighborhood Greenway Improvement sections of the project (along N. Bruce, N. Reno Ave., N. Edison Street, N. Baltimore Ave., N. Crawford St., N. Pittsburg Ave.). Intertwine Regional Wayfinding signage will be installed along the off-street sections of the North Portland Greenway regional trail, identifying local and regional destinations including three schools, four parks, a fire station, and St. Johns Community Center. Additional trailhead signage will be installed within Cathedral Park.
- Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
 - Signs regulating bike/pedestrian interaction will be installed in areas that conflict is more likely to occur and at trailhead locations.
- Trail priority at all local street/driveway crossing
 - Trails will be given a priority at the ten local street crossings identified in this project.

Project Estimate Report: Development Phase

for

North Portland Greenway Trail – N Reno Ave 100' Connection, Baltimore Woods Trail, Cathedral Park Trail & Neighborhood

Greenways

August 26, 2016

Requested by: Maya Agarwal

Prepared by: Ryan Webb

Description:

N Reno Ave –	Construct 100 LF of curb, pavement, sidewalk, and stormwater improvements.
Baltimore Woods Natural Area –	Construct multi-Use path for pedestrians and bikes.
Cathedral Park –	Construct multi-use path for pedestrians and bikes.
Neighborhood Greenways –	Upgrade 6600 LF of existing streets to become neighborhood greenways from Cathedral Park along streets to Baltimore Woods Natural Area north and along N Reno to the southeasterly corner of Sitton Elementary School (located at N Reno at N Smith).

Current Cross-Section:

N Reno Ave –	Unimproved street within 60' right-of-way.
Baltimore Woods Natural Area –	Unimproved Park
Cathedral Park –	Unimproved Park
Neighborhood Greenways –	Existing streets with curb and sidewalk, with various widths along N Pittsburg St, N Crawford St, N Baltimore Ave, N Reno Ave, and N Bruce Ave.

Proposed Cross-Section:

N Reno Ave –	20' pavement with two 10' travel lanes; curb, 8' landscape buffer and 6' sidewalk on the east side, within 60' right-of-way. (Match existing curb and sidewalk already on this block).
Baltimore Woods Natural Area –	12' wide asphalt path
Cathedral Park –	12' wide asphalt path
Neighborhood Greenways –	Add speeds bumps, bike sharrows, signing and striping, curb extensions, stormwater facilities.

Issues:

- Water – None identified.
- BES (storm, sanitary, water-quality facilities) – Localized stormwater facilities.
- Signals and Street Lighting – None identified.

- Environmental and Zoning (OPDR; Army Corp of Engineers; Division of State Lands) – None identified.
- Contaminated Media – None identified.
- Right-of-Way Needs – None identified.
- Railroads (BNSF; UPRR; PTTR) – Railroad crossing at south end of N Baltimore Ave adjacent to Cathedral Park.
- Parks (landscaping and irrigation) – None identified.
- Other Jurisdictions (counties, schools, Port, ODOT, Tri-Met) – None identified.

Cost Estimate – N Reno Ave:

Construction	\$100,000
Project Management (5%)	\$4,000
Design Engineering (25%)	\$19,000
Construction Management (15%)	\$12,000
Right-of-Way (Cost + 20% Contingency)	\$0
Overhead (79.27%)	\$28,000
Estimate Contingency	\$70,000

Total Project Estimate: \$233,000

Cost Estimate – Pedestrian & Bike Trail through Baltimore Woods Natural Area and Cathedral Park (See Bicycle Trails Calculation, attached).

Construction	\$399,000
Project Management (5%)	\$11,000
Design Engineering (25%)	\$53,000
Construction Management (15%)	\$32,000
Right-of-Way (Cost + 20% Contingency)	\$0
Overhead (79.27%)	\$76,000
Estimate Contingency	\$254,000

Total Project Estimate: \$825,000

Cost Estimate – Neighborhood Greenways: (See Bicycle Boulevards Calculation, attached).

Construction	\$944,000
Project Management (5%)	\$41,000
Design Engineering (25%)	\$204,000
Construction Management (15%)	\$122,000
Right-of-Way (Cost + 20% Contingency)	\$0
Overhead (79.27%)	\$290,000
Estimate Contingency	\$681,000

Total Project Estimate: \$2,282,000

Cost Estimate - Total:

Construction	\$1,443,000
Project Management (5%)	\$56,000
Design Engineering (25%)	\$276,000
Construction Management (15%)	\$166,000
Right-of-Way (Cost + 20% Contingency)	\$0
Overhead (79.27%)	\$394,000
Estimate Contingency	\$1,005,000

Total Project Estimate: \$3,340,000

Estimating Assumptions:

- Assumptions regarding existing conditions are based on GIS.
- Assume pavement section for N Reno Ave (Local Service St) is 3" AC on 8" aggregate base and geotextile fabric.
- Assume 10% of subgrade will need to be stabilized during construction.
- Assume all private utility poles on the east side of N Reno Ave will not be affected.
- Assume for N Reno Ave new trees to be planted every 25' to meet Title 11.
- Assume 1 water meter relocation along N Reno Ave.
- BES cost estimate provided by Tim Knighton/ BES. Estimate includes 4' planters, inlets and leads to drain new pavement.
- Assume for the Neighborhood Greenways modifications are required at 10 intersections and 2 arterial intersections, modifications will be finalized during the design phase.
- Assume no right-of-way is required
- Assume construction within 5 years.
- Level of confidence for estimate is low.

Review & Approval:

Ea B. Huntsinger 8-26-16
Reviewed by Engineer of Record Date

Dota Gailley 8/26/16
Reviewed and Approved by Engineering Services Division Manager Date

Attachments:

- Detailed estimate spreadsheets
- Site map

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE

N Reno Avenue

Date: August 23, 2016

By: Ryan Webb

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF N RENO AVENUE FROM N WILLAMETTE BLVD TO 100' S/OF N WILLAMETTE BLVD
VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1.00	\$ 6,508.08	\$ 6,508.08
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	LS	1.00	\$ 1,952.42	\$ 1,952.42
3	TEMPORARY SIGNS	SQFT	400.00	\$ 20.00	\$ 8,000.00
4	TEMPORARY BARRICADES, TYPE II	EACH	10.00	\$ 100.00	\$ 1,000.00
5	TEMPORARY BARRICADES, TYPE III	EACH	0.00	\$ 150.00	\$ -
6	TEMPORARY CONCRETE BARRIER, REFLECTORIZED	FOOT	0.00	\$ 17.00	\$ -
7	MOVING TEMPORARY CONCRETE BARRIER	FOOT	0.00	\$ 5.30	\$ -
8	TEMPORARY IMPACT ATTENUATOR	EACH	0.00	\$ 1,150.00	\$ -
9	TEMPORARY PEDESTRIAN WALKWAYS	FOOT	0.00	\$ 65.00	\$ -
10	TEMPORARY PLASTIC DRUMS	EACH	20.00	\$ 52.00	\$ 1,040.00
11	TEMPORARY REFLECTIVE PAVEMENT MARKERS	EACH	0.00	\$ 4.80	\$ -
12	TEMPORARY FLEXIBLE PAVEMENT MARKERS	EACH	0.00	\$ 3.00	\$ -
13	TEMPORARY STRIPING	FOOT	0.00	\$ 0.65	\$ -
14	STRIPE REMOVAL	FOOT	0.00	\$ 0.82	\$ -
15	STRIPING & STRIPE REMOVAL MOBILIZATION	EACH	0.00	\$ 425.00	\$ -
16	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	0.00	\$ 68,000.00	\$ -
17	SEQUENTIAL ARROW SIGNS	EACH	0.00	\$ 1,800.00	\$ -
18	PORTABLE CHANGEABLE MESSAGE SIGNS	EACH	0.00	\$ 4,330.00	\$ -
19	FLAGGERS	HOURL	160.00	\$ 48.50	\$ 7,760.00
20	TRAFFIC CONTROL SUPERVISOR	HOURL	0.00	\$ 65.40	\$ -
21	TEMPORARY TYPE ORANGE PLASTIC MESH FENCE	FOOT	0.00	\$ 3.60	\$ -
22	TEMPORARY CL-6R CHAIN LINK FENCE	FOOT	0.00	\$ 17.60	\$ -
23	EROSION CONTROL	LS	1.00	\$ 650.81	\$ 650.81
24	PLASTIC SHEETING	SQFT	0.00	\$ 0.20	\$ -
25	MATTING	SQFT	0.00	\$ 0.78	\$ -
26	CONSTRUCTION ENTRANCES	EACH	0.00	\$ 1,890.00	\$ -
27	SEDIMENT FENCE, SUPPORTED	FOOT	0.00	\$ 4.20	\$ -
28	SEDIMENT FENCE, UNSUPPORTED	FOOT	0.00	\$ 2.50	\$ -
29	INLET PROTECTION	EACH	0.00	\$ 88.00	\$ -
30	POLLUTION CONTROL PLAN	LS	1.00	\$ 65.08	\$ 65.08
31	CONTAMINATED MEDIA DISPOSAL	CUYD	0.00	\$ 163.00	\$ -
32	TRUCK LINERS	EACH	0.00	\$ 470.00	\$ -
33	HASP/CMDP WORKPLANS	LS	0.00	\$ 1,000.00	\$ -
34	REMOVAL OF PIPES	FOOT	0.00	\$ 25.30	\$ -
35	REMOVAL OF CURBS	FOOT	0.00	\$ 7.30	\$ -
36	REMOVAL OF WALKS AND DRIVEWAYS	SQYD	0.00	\$ 13.90	\$ -
37	REMOVAL OF SURFACINGS	SQYD	0.00	\$ 8.20	\$ -
38	REMOVAL OF INLETS	EACH	0.00	\$ 310.00	\$ -
39	REMOVAL OF MANHOLES	EACH	0.00	\$ 1,050.00	\$ -
40	REMOVAL OF RAILROAD TRACK AND TIES	FOOT	0.00	\$ 58.70	\$ -
41	SALVAGING AND STOCKPILING OF COBBLESTONES	SQYD	0.00	\$ 20.90	\$ -
42	REMOVE AND REINSTALL HORSE RINGS	EACH	0.00	\$ 227.00	\$ -
43	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LS	1.00	\$ 2,603.23	\$ 2,603.23
44	REMOVAL OF FENCES	FOOT	0.00	\$ 3.06	\$ -
45	CLEARING AND GRUBBING	LS	1.00	\$ 1,692.10	\$ 1,692.10
46	TREE ROOT REMOVAL	HOURL	0.00	\$ 178.00	\$ -
47	TREE TRIMMING	HOURL	0.00	\$ 152.00	\$ -
48	DITCH EXCAVATION	CUYD	0.00	\$ 18.00	\$ -
49	GENERAL EXCAVATION	CUYD	94.00	\$ 49.00	\$ 4,606.00
50	SURCHARGE EXCAVATION	CUYD	0.00	\$ 3.80	\$ -
51	EMBANKMENT IN PLACE	CUYD	0.00	\$ 24.00	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
52	SETTLEMENT PLATE	EACH	0.00	\$ 772.00	\$ -
53	12 INCH SUBGRADE STABILIZATION	SQYD	22.20	\$ 30.17	\$ 669.77
54	AGGREGATE DITCH LINING	SQYD	0.00	\$ 38.40	\$ -
55	WATERING	MGAL	0.00	\$ 26.20	\$ -
56	DRAINAGE GEOTEXTILE, TYPE 2	SQYD	0.00	\$ 1.05	\$ -
57	EMBANKMENT GEOTEXTILE	SQYD	0.00	\$ 1.50	\$ -
58	SUBGRADE GEOTEXTILE	SQYD	222.00	\$ 1.25	\$ 277.50
59	GEOGRID	SQYD	0.00	\$ 2.60	\$ -
60	GRANULAR DRAINAGE BLANKET	TON	0.00	\$ 93.00	\$ -
61	FILTER BLANKET	SQYD	0.00	\$ 15.00	\$ -
62	LOOSE RIPRAP, CLASS 50	CUYD	0.00	\$ 35.10	\$ -
63	LOOSE RIPRAP, CLASS 100	CUYD	0.00	\$ 59.70	\$ -
64	WIRE MESH SLOPE PROTECTION	SQFT	0.00	\$ 5.60	\$ -
65	VIDEO INSPECTION OF SEWERS, MAINLINE	FOOT	0.00	\$ 3.30	\$ -
66	TRENCH EXCAVATION, COMMON	CUYD	0.00	\$ 16.70	\$ -
67	EXPLORATORY EXCAVATION	CUYD	0.00	\$ 51.60	\$ -
68	POTHOLE EXCAVATION	EACH	0.00	\$ 548.00	\$ -
69	TRENCH FOUNDATION STABILIZATION	CUYD	0.00	\$ 61.00	\$ -
70	TRENCH BACKFILL, CLASS B	CUYD	0.00	\$ 33.00	\$ -
71	STORMWATER CURB EXTENSIONS	SQFT	0.00	\$ 23.80	\$ -
72	STORMWATER PLANTERS	SQFT	200.00	\$ 38.10	\$ 7,620.00
73	STORMWATER SWALES	SQFT	0.00	\$ 15.10	\$ -
74	3 INCH DRAIN PIPE	FOOT	0.00	\$ 17.00	\$ -
75	SUBSURFACE DRAIN OUTLETS	EACH	0.00	\$ 387.00	\$ -
76	12 INCH PIPE, PVC AWWA C900, CI 150, BEDDING TYPE: D, COMPLETE	FOOT	0.00	\$ 130.00	\$ -
77	6 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D	FOOT	0.00	\$ 80.00	\$ -
78	8 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D	FOOT	0.00	\$ 90.00	\$ -
79	10 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	FOOT	30.00	\$ 110.00	\$ 3,300.00
80	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	FOOT	0.00	\$ 120.00	\$ -
81	18 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D	FOOT	0.00	\$ 130.00	\$ -
82	10 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D, COMPLETE	FOOT	0.00	\$ 110.00	\$ -
83	12 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D, COMPLETE	FOOT	0.00	\$ 120.00	\$ -
84	8 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D	FOOT	0.00	\$ 90.00	\$ -
85	10 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D	FOOT	0.00	\$ 110.00	\$ -
86	12 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D	FOOT	0.00	\$ 120.00	\$ -
87	CONCRETE CLOSURE COLLAR	EACH	0.00	\$ 550.00	\$ -
88	CONCRETE MANHOLES, 48 INCH, 0-8 FT DEPTH	EACH	0.00	\$ 4,400.00	\$ -
89	CONCRETE MANHOLES, 48 INCH, DEEPER THAN 8 FT	FOOT	0.00	\$ 300.00	\$ -
90	CONCRETE MANHOLES, SANITARY SEWER	EACH	0.00	\$ 3,460.00	\$ -
91	CONCRETE MANHOLES, WATER QUALITY	EACH	0.00	\$ 12,410.00	\$ -
92	CONCRETE MANHOLES, SEDIMENTATION	EACH	0.00	\$ 5,610.00	\$ -
93	CONCRETE MANHOLES, SUMP	EACH	0.00	\$ 13,000.00	\$ -
94	SUMP CAPACITY TEST	EACH	0.00	\$ 1,690.00	\$ -
95	CONCRETE INLETS, TYPE CG-1	EACH	0.00	\$ 1,700.00	\$ -
96	CONCRETE INLETS, TYPE CG-2	EACH	0.00	\$ 1,900.00	\$ -
97	CONCRETE INLETS, TYPE CG-3	EACH	0.00	\$ 2,000.00	\$ -
98	CONCRETE INLETS, TYPE D	EACH	0.00	\$ 1,750.00	\$ -
99	CONCRETE INLETS, TYPE G-1	EACH	0.00	\$ 1,940.00	\$ -
100	CONCRETE INLETS, TYPE G-2	EACH	1.00	\$ 1,800.00	\$ 1,800.00
101	CONCRETE INLETS, TYPE G-2MA	EACH	0.00	\$ 1,900.00	\$ -
102	CONCRETE INLETS, DEEPER THAN 4 FT	FOOT	0.00	\$ 300.00	\$ -
103	CONCRETE INLETS, TYPE METAL	EACH	8.00	\$ 500.00	\$ 4,000.00
104	CONCRETE INLETS, TYPE METAL, MODIFIED	EACH	0.00	\$ 550.00	\$ -
105	CONCRETE INLETS, TYPE CHANNEL & GRATE	EACH	0.00	\$ 2,290.00	\$ -
106	CONCRETE INLETS, TYPE CONCRETE	EACH	0.00	\$ 135.00	\$ -
107	CONCRETE INLETS, TYPE BEEHIVE	EACH	0.00	\$ 1,500.00	\$ -
108	CATCH BASINS, METAL SUMP	EACH	0.00	\$ 1,710.00	\$ -
109	ACCESS DOORS	EACH	0.00	\$ 2,700.00	\$ -
110	DRAINAGE CURBS	FOOT	0.00	\$ 19.10	\$ -
111	ADJUSTING BOXES	EACH	0.00	\$ 217.00	\$ -
112	CONNECTION TO EXISTING STRUCTURES	EACH	0.00	\$ 841.00	\$ -
113	ADJUSTING INLETS	EACH	0.00	\$ 664.00	\$ -
114	FILLING ABANDON STRUCTURES	EACH	0.00	\$ 3,000.00	\$ -
115	MINOR ADJUSTMENT OF MANHOLES	EACH	0.00	\$ 642.00	\$ -
116	MAJOR ADJUSTMENT OF MANHOLES	EACH	0.00	\$ 1,520.00	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
117	MANHOLES OVER EXISTING SEWERS	EACH	0.00	\$ 4,200.00	\$ -
118	TRENCH RESURFACING	SQYD	0.00	\$ 109.00	\$ -
119	TEMPORARY TRENCH RESURFACING	SQYD	0.00	\$ 25.20	\$ -
120	SHORING, CRIBBING AND COFFERDAMS	LS	0.00	\$ -	\$ -
121	STRUCTURE EXCAVATION	CUYD	0.00	\$ 48.30	\$ -
122	GRANULAR WALL BACKFILL	CUYD	0.00	\$ 63.90	\$ -
123	GRANULAR STRUCTURAL BACKFILL	CUYD	0.00	\$ 40.60	\$ -
124	REINFORCEMENT	LS*	0.00	\$ 0.86	\$ -
125	CONCRETE BRIDGE	SQFT	0.00	\$ 250.00	\$ -
126	BIKE OASIS	EACH	0.00	\$ 32,400.00	\$ -
127	3 INCH ELECTRICAL CONDUIT	FOOT	0.00	\$ 9.05	\$ -
128	ASPHALTIC PLUG JOINT SEALS	LS	0.00	\$ 7,470.00	\$ -
129	ASPHALTIC PLUG JOINT SEAL MATERIAL	CUYD	0.00	\$ 5,350.00	\$ -
130	CONCRETE BRIDGE RAIL WITH ORNAMENTAL PROTECTIVE SCREENING	LS*	0.00	\$ 158.00	\$ -
131	RETAINING WALL, CAST-IN-PLACE CONCRETE	SQFT	0.00	\$ 95.80	\$ -
132	RETAINING WALL, GABION	SQFT	0.00	\$ 24.10	\$ -
133	RETAINING WALL, PREFABRICATED MODULAR	SQFT	0.00	\$ 39.50	\$ -
134	RETAINING WALL, CONVENTIONAL SEGMENTAL	SQFT	0.00	\$ 43.30	\$ -
135	RETAINING WALL, MSE	SQFT	0.00	\$ 49.00	\$ -
136	SOUND WALLS	SQFT	0.00	\$ 23.50	\$ -
137	CONCRETE ARCH CULVERT	FOOT	0.00	\$ 1,530.00	\$ -
138	CONCRETE SLOPE PAVING	SQFT	0.00	\$ 11.25	\$ -
139	COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
140	COLD PLANE PAVEMENT REMOVAL, 3 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
141	COLD PLANE PAVEMENT REMOVAL, 4 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
142	COLD PLANE PAVEMENT REMOVAL, 5 INCH DEEP	SQYD	0.00	\$ 3.42	\$ -
143	AGGREGATE BASE	TON	94.00	\$ 36.90	\$ 3,468.60
144	AGGREGATE BASE, 4 INCH THICK	SQYD	0.00	\$ 7.15	\$ -
145	AGGREGATE BASE, 6 INCH THICK	SQYD	0.00	\$ 9.80	\$ -
146	AGGREGATE BASE, 8 INCH THICK	SQYD	0.00	\$ 12.30	\$ -
147	LEVEL 1, 1/2 INCH DENSE, MWMAC MIXTURE, IN TEMPORARY	TON	0.00	\$ 89.50	\$ -
148	LEVEL 2, 1/2 INCH DENSE, MWMAC MIXTURE	TON	0.00	\$ 89.50	\$ -
149	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE	TON	39.00	\$ 89.50	\$ 3,490.50
150	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE, IN LEVELING	TON	0.00	\$ 89.50	\$ -
151	LEVEL 3, 3/4 INCH ATPB, MWMAC MIXTURE	TON	0.00	\$ 89.50	\$ -
152	CRACK SEALING	FOOT	0.00	\$ 1.00	\$ -
153	13 INCH ASPHALT CONCRETE PAVEMENT REPAIR	SQYD	0.00	\$ 179.00	\$ -
154	16 INCH ASPHALT CONCRETE PAVEMENT REPAIR	SQYD	0.00	\$ 112.00	\$ -
155	EXTRA FOR ASPHALT APPROACHES	EACH	0.00	\$ 651.00	\$ -
156	ASPHALT CONNECTIONS	SQFT	0.00	\$ 7.30	\$ -
157	ASPHALT SPEED BUMPS	EACH	0.00	\$ 1,800.00	\$ -
158	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 6 INCH THICK	SQYD	0.00	\$ 64.70	\$ -
159	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 8 INCH THICK	SQYD	0.00	\$ 66.40	\$ -
160	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 10 INCH THICK	SQYD	0.00	\$ 68.10	\$ -
161	PLAIN CONCRETE PAVEMENT, UNDOWELLED, 12 INCH THICK	SQYD	0.00	\$ 70.00	\$ -
162	PLAIN PERVIOUS CONCRETE PAVEMENT, UNDOWELLED, 10-INCH THICK	SQYD	0.00	\$ 73.00	\$ -
163	CONCRETE CURBS, CURB AND GUTTER	FOOT	0.00	\$ 33.03	\$ -
164	CONCRETE CURBS, STANDARD CURB	FOOT	100.00	\$ 25.50	\$ 2,550.00
165	CONCRETE CURB, MOUNTABLE CURB	FOOT	0.00	\$ 28.09	\$ -
166	CONCRETE CURBS, THICKENED CURB AND GUTTER	FOOT	0.00	\$ 37.70	\$ -
167	CONCRETE ISLANDS	SQFT	0.00	\$ 11.70	\$ -
168	CONCRETE DRIVEWAYS	SQFT	216.00	\$ 8.40	\$ 1,814.40
169	CONCRETE DRIVEWAYS, REINFORCED	SQFT	0.00	\$ 9.20	\$ -
170	CONCRETE WALKS	SQFT	600.00	\$ 7.40	\$ 4,440.00
171	MONOLITHIC CURB AND SIDEWALKS	SQFT	0.00	\$ 18.00	\$ -
172	MONOLITHIC CURB GUTTER AND SIDEWALKS	SQFT	0.00	\$ 19.00	\$ -
173	CONCRETE VALLEY GUTTER	FOOT	0.00	\$ 35.90	\$ -
174	6 INCH CONCRETE SURFACING	SQFT	0.00	\$ 4.90	\$ -
175	CONCRETE STAIRS	CUYD	0.00	\$ 2,170.00	\$ -
176	CONCRETE DRIVEWAY CONNECTIONS	SQFT	0.00	\$ 7.75	\$ -
177	CONCRETE SIDEWALK RAMPS	EACH	0.00	\$ 1,930.00	\$ -
178	CONCRETE BUS SHELTER PADS	EACH	0.00	\$ 730.00	\$ -
179	DETECTABLE WARNING SURFACE	SQFT	0.00	\$ 42.30	\$ -
180	MONOLITHIC SIDEWALKS AND WALL, REINFORCED	SQFT	0.00	\$ 14.00	\$ -
181	BRICK PAVERS	SQFT	0.00	\$ 45.90	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
182	CONCRETE PAVERS	SQFT	0.00	\$ 11.70	\$ -
183	PERMEABLE PAVERS	SQFT	0.00	\$ 11.00	\$ -
184	CONCRETE RAILROAD CROSSING	FOOT	0.00	\$ 472.00	\$ -
185	GUARDRAIL, TYPE 2A	FOOT	0.00	\$ 17.30	\$ -
186	GUARDRAIL, TYPE 3	FOOT	0.00	\$ 48.80	\$ -
187	GUARDRAIL ANCHORS, TYPE 1	EACH	0.00	\$ 722.00	\$ -
188	GUARDRAIL END PIECES, TYPE C	EACH	0.00	\$ 121.00	\$ -
189	GUARDRAIL TRANSITION	EACH	0.00	\$ 2,240.00	\$ -
190	GUARDRAIL CONNECTIONS	EACH	0.00	\$ 415.00	\$ -
191	GUARDRAIL TERMINALS, NON-FLARED	EACH	0.00	\$ 220.00	\$ -
192	GUARDRAIL TERMINALS, FLARED	EACH	0.00	\$ 1,980.00	\$ -
193	REMOVABLE BOLLARDS	EACH	0.00	\$ 750.00	\$ -
194	CONCRETE BARRIER	FOOT	0.00	\$ 35.40	\$ -
195	IMPACT ATTENUATORS, TYPE B	EACH	0.00	\$ 4,780.00	\$ -
196	IMPACT ATTENUATORS, TYPE E	EACH	0.00	\$ 16,000.00	\$ -
197	DELINEATORS TYPE 2	EACH	0.00	\$ 68.80	\$ -
198	DELINEATORS TYPE 4	EACH	0.00	\$ 29.30	\$ -
199	PAVEMENT LINE REMOVAL	FOOT	0.00	\$ 0.60	\$ -
200	PAVEMENT LEGEND REMOVAL	EACH	0.00	\$ 55.10	\$ -
201	PAVEMENT BAR REMOVAL	SQFT	0.00	\$ 3.00	\$ -
202	BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH	0.00	\$ 5.65	\$ -
203	MONO-DIRECTIONAL WHITE TYPE I MARKERS	EACH	0.00	\$ 5.65	\$ -
204	LONGITUDINAL PAVEMENT MARKING - PAINT	FOOT	0.00	\$ 0.46	\$ -
205	CURB MARKINGS - PAINT	FOOT	0.00	\$ 2.00	\$ -
206	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	FOOT	0.00	\$ 1.40	\$ -
207	PAVEMENT LEGEND, TYPE B: ARROWS	EACH	0.00	\$ 279.00	\$ -
208	PAVEMENT LEGEND, TYPE B: "ONLY"	EACH	0.00	\$ 332.00	\$ -
209	PAVEMENT LEGEND, TYPE B: BICYCLE LANE SYMBOLS	EACH	0.00	\$ 286.00	\$ -
210	PAVEMENT LEGEND, TYPE B-HS: ARROWS	EACH	0.00	\$ 261.00	\$ -
211	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	EACH	0.00	\$ 290.00	\$ -
212	PAVEMENT BAR, TYP B-HS	SQFT	0.00	\$ 9.90	\$ -
213	PAVEMENT BAR, TYPE A	SQFT	0.00	\$ 4.50	\$ -
214	PAVEMENT BAR, TYPE B	SQFT	0.00	\$ 9.40	\$ -
215	REMOVE EXISTING SIGNS	LS*	0.00	\$ 41.70	\$ -
216	REMOVE & REINSTALL EXISTING SIGNS	LS*	0.00	\$ 167.00	\$ -
217	SIGN SUPPORT FOOTINGS, BREAKAWAY	LS	1.00	\$ 2,000.00	\$ 2,000.00
218	SIGNAL POLE MOUNTS	LS*	0.00	\$ -	\$ -
219	PIPE SIGN SUPPORTS	LS	1.00	\$ 2,000.00	\$ 2,000.00
220	TYPE "B" SIGNS IN PLACE	SQFT	0.00	\$ -	\$ -
221	TYPE "B1" SIGNS IN PLACE	SQFT	0.00	\$ 23.20	\$ -
222	TYPE "C" SIGNS IN PLACE	SQFT	0.00	\$ 19.80	\$ -
223	TYPE "G" SIGNS IN PLACE	SQFT	0.00	\$ 39.60	\$ -
224	TYPE "G1" SIGNS IN PLACE	SQFT	0.00	\$ 36.10	\$ -
225	TYPE "G5" SIGNS IN PLACE	SQFT	0.00	\$ 33.00	\$ -
226	TYPE "R" SIGNS IN PLACE	SQFT	0.00	\$ 20.90	\$ -
227	TYPE "R1" SIGNS IN PLACE	SQFT	0.00	\$ 18.80	\$ -
228	TYPE "W1" SIGNS IN PLACE	SQFT	0.00	\$ 19.00	\$ -
229	TYPE "W2" SIGNS IN PLACE	SQFT	0.00	\$ 19.90	\$ -
230	TYPE "W4" SIGNS IN PLACE	SQFT	0.00	\$ 20.90	\$ -
231	TYPE "W6" SIGNS IN PLACE	SQFT	0.00	\$ 15.00	\$ -
232	TYPE "W7" SIGNS IN PLACE	SQFT	0.00	\$ 20.60	\$ -
233	TYPE "W12" SIGNS IN PLACE	SQFT	0.00	\$ 25.60	\$ -
234	TYPE "Y1" SIGNS IN PLACE	SQFT	0.00	\$ 19.00	\$ -
235	TYPE "Y2" SIGNS IN PLACE	SQFT	0.00	\$ 14.60	\$ -
236	REMOVAL OF ELECTRICAL SYSTEMS (lighting)	LS*	0.00	\$ 389.00	\$ -
237	REMOVAL OF ELECTRICAL SYSTEMS (traffic signals)	LS*	0.00	\$ 3,640.00	\$ -
238	POLE FOUNDATIONS	LS	0.00	\$ 8,000.00	\$ -
239	LIGHTING POLES, FIXED BASE	LS	0.00	\$ 28,000.00	\$ -
240	LIGHTING POLE ARMS	LS	0.00	\$ 10,000.00	\$ -
241	LUMINAIRES, LAMPS AND BALLASTS	LS	0.00	\$ 4,000.00	\$ -
242	SWITCHING, CONDUIT AND WIRING	LS*	0.00	\$ 25.00	\$ -
243	TRAFFIC SIGNAL INSTALLATION	LS*	0.00	\$ 120,000.00	\$ -
244	TRAFFIC SIGNAL MODIFICATION	LS*	0.00	\$ 45,700.00	\$ -
245	FLASHING BEACON INSTALLATION	LS*	0.00	\$ 40,000.00	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
246	LOOP DETECTOR INSTALLATION	LS*	0.00	\$ 9,120.00	\$ -
247	INTERCONNECT SYSTEM (underground)	LS*	0.00	\$ 38.90	\$ -
248	INTERCONNECT SYSTEM (overhead)	LS*	0.00	\$ 3.80	\$ -
249	TRAFFIC CAMERA INSTALLATION	LS*	0.00	\$ 2,600.00	\$ -
250	PERMANENT SEEDING	ACRE	0.00	\$ 2,480.00	\$ -
251	LAWN SEEDING	SQYD	0.00	\$ 10.04	\$ -
252	TOPSOIL	CUYD	15.00	\$ 60.00	\$ 900.00
253	SOIL CONDITIONER	CUYD	0.00	\$ 35.20	\$ -
254	CONIFER TREES, 9 FT HEIGHT	EACH	0.00	\$ 351.00	\$ -
255	DECIDUOUS TREES, 2-1/2 INCH CALIPER	EACH	4.00	\$ 822.00	\$ 3,288.00
256	DECIDUOUS TREES, 3 INCH CALIPER	EACH	0.00	\$ 890.00	\$ -
257	SHRUBS, NO. 1 CONTAINER	EACH	0.00	\$ 12.50	\$ -
258	SHRUBS, NO. 2 CONTAINER	EACH	0.00	\$ 19.10	\$ -
259	SHRUBS, NO. 3 CONTAINER	EACH	0.00	\$ 33.50	\$ -
260	SHRUBS, NO. 5 CONTAINER	EACH	0.00	\$ 21.70	\$ -
261	GROUND COVERS, NO. 1 CONTAINERS	EACH	0.00	\$ 8.00	\$ -
262	GROUND COVERS, 4 INCH POTS	EACH	0.00	\$ 4.50	\$ -
263	BULBS	EACH	0.00	\$ 2.40	\$ -
264	SEEDLING PLANTS	EACH	0.00	\$ 11.30	\$ -
265	ROOTED PLANT CUTTINGS	EACH	0.00	\$ 5.10	\$ -
266	SOD LAWN	SQYD	0.00	\$ 8.20	\$ -
267	BARK MULCH	CUYD	0.00	\$ 55.60	\$ -
268	ROCK MULCH	TON	0.00	\$ 92.60	\$ -
269	ADDITIONAL ESTABLISHMENT PERIOD	YEAR	4.00	\$ 264.00	\$ 1,056.00
270	TREE GRATES	EACH	0.00	\$ 1,170.00	\$ -
271	ROOT BARRIER	FOOT	0.00	\$ 11.90	\$ -
272	TREE GRATE FRAMES	EACH	0.00	\$ 451.00	\$ -
273	BORDER EDGING	FOOT	0.00	\$ 6.70	\$ -
274	TYPE 2 FENCE	FOOT	0.00	\$ 6.85	\$ -
275	CL-6 CHAIN-LINK FENCE	FOOT	0.00	\$ 25.80	\$ -
276	CL-6R CHAIN-LINK FENCE	FOOT	0.00	\$ 22.90	\$ -
277	CL-4R CHAIN-LINK FENCE WITH VINYL CLAD FABRIC	FOOT	0.00	\$ 27.80	\$ -
278	ORNAMENTAL PROTECTIVE SCREENING	FOOT	0.00	\$ 158.00	\$ -
279	REMOVING AND REBUILDING FENCE	FOOT	0.00	\$ 27.40	\$ -
280	SINGLE MAILBOX SUPPORTS	EACH	0.00	\$ 300.00	\$ -
281	MULTIPLE MAILBOX SUPPORTS	EACH	0.00	\$ 339.00	\$ -
282	MAILBOX CONCRETE COLLARS	EACH	0.00	\$ 66.00	\$ -
283	REMOVE & REINSTALL MAILBOX SUPPORTS	EACH	0.00	\$ 224.00	\$ -
284	BENCHES, TYPE _____	EACH	0.00	\$ 3,090.00	\$ -
285	BICYCLE RACKS	EACH	0.00	\$ 739.00	\$ -
286	LITTER RECEPTACLES	EACH	0.00	\$ 1,290.00	\$ -
287	IRRIGATION SYSTEM	LS	0.00	\$ 3,100.00	\$ -
288	4 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 67.70	\$ -
289	6 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 74.90	\$ -
290	8 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 82.00	\$ -
291	12 INCH DUCTILE IRON PIPE	FOOT	0.00	\$ 96.40	\$ -
292	4 INCH GATE VALVE, MJ	EACH	0.00	\$ 924.00	\$ -
293	6 INCH GATE VALVE, MJ	EACH	0.00	\$ 1,090.00	\$ -
294	8 INCH GATE VALVE, MJ	EACH	0.00	\$ 1,970.00	\$ -
295	12 INCH GATE VALVE, MJ	EACH	0.00	\$ 2,340.00	\$ -
296	HYDRANT ASSEMBLIES	EACH	0.00	\$ 5,040.00	\$ -
297	2 INCH SERVICE LINE, SHORT RUN	EACH	0.00	\$ 2,100.00	\$ -
298	3 INCH SERVICE LINE, SHORT RUN	EACH	0.00	\$ 2,820.00	\$ -
TOTAL BID ITEMS					\$ 78,552.49

ANTICIPATED ITEMS

NO.	ITEMS OF WORK AND MATERIALS	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	RIGHT OF WAY MONUMENTATION	LS	0.00	\$ -	\$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT	EACH	0.00	\$ 20,000.00	\$ -
3	RELOCATE WATER FACILITIES - METER	EACH	1.00	\$ 6,000.00	\$ 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	\$ -

NO.	ITEMS OF WORK AND MATERIALS	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
7	STORMWATER PLANTINGS AND PLANT ESTABLISHMENT	SQFT	200.00	\$ 20.00	\$ 4,000.00
8	STORMWATER OFFSITE MANAGEMENT FEE	SQFT	0.00	\$ 3.70	\$ -
9	ROCK EXCAVATION	CUYD	0.00	\$ 106.00	\$ -
10	RAILROAD PROTECTION SERVICES (ONE YEAR)	LS	0.00	\$ 100,000.00	\$ -
11	ASPHALT CEMENT ESCALATION	LS	1.00	\$ -	\$ -
12	FUEL ESCALATION	LS	1.00	\$ -	\$ -
13	TESTING CONTAMINATED MEDIA	LS	0.00	\$ 5,000.00	\$ -
14	BOLI FEE PAYMENT	LS	1.00	\$ 250.00	\$ 250.00
15	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)	LS	1.00	\$ 7,855.25	\$ 7,855.25

TOTAL ANTICIPATED ITEMS

\$ 18,105.25

SCHEDULE SUMMARY

BID ITEMS			\$ 78,552
CONSTRUCTION CONTINGENCY	5% of Bid Items*		\$ 3,928
SUBTOTAL			\$ 82,480
ANTICIPATED ITEMS			\$ 18,105
TOTAL CONSTRUCTION			\$ 100,586
PROJECT MANAGEMENT	5% of Bid Items		\$ 3,928
DESIGN ENGINEERING	25% of Bid Items		\$ 19,638
CONSTRUCTION MANAGEMENT	15% of Bid Items		\$ 11,783
SUBTOTAL			\$ 35,349
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	79.27% of PM, Eng, and CM		\$ 28,021
TOTAL PROJECT ENGINEERING & MANAGEMENT			\$ 63,369
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		\$ -
TOTAL PROJECT RIGHT-OF-WAY			\$ -
INFLATION RATE ON CONTRACT	5 Years	4.5% of Construction	\$ 24,762
INFLATION RATE ON PERSONNEL	5	2.0% of Eng & Mgmt	\$ 6,596
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE		20% of Const, Eng & Mgmt, and Inflation	\$ 39,063
TOTAL PROJECT CONTINGENCY			\$ 70,421
TOTAL PROJECT ESTIMATE			\$ 234,376

LS* Unit Price shown is on Pound, Each, or Foot Basis as applicable
Remove * and change unit to 1 in the Bid Form



Portland Parks Foundation

1500 SW First Avenue, Suite 760 • Portland, OR 97201 • portlandpf.org

August 25, 2016

Pamela Blackhorse
Program Assistant II
Regional Travel Options
Metropolitan Transportation Improvement Program
METRO Regional Center
600 NE Grand Ave, Portland

Dear Ms. Blackhorse:

On behalf of the Portland Parks Foundation I am writing to express our strong support for the Active Transportation / Complete Streets grant application submitted by the City of Portland.

This proposal will significantly enhance the livability of the St. John's Neighborhood and residents' access to Portland's regional trail system. St. Johns is one of Portland's fastest-growing neighborhoods, absorbing a healthy share of Portland's population growth with new multi-family dwellings since the 1990s. The application seeks grant funding for design and construction of the North Portland Greenway Trail: St. Johns Connections project, which consists of design-ready high quality bikeway and pedestrian improvements in Portland's St. John's neighborhood.

Proposed improvements will close a gap in the trail between Pier Park and Willamette Greenway, and will include bicycle lanes, neighborhood greenways, sidewalks, and off-street multi-use pathways. This critical connection advances completion of the North Portland Greenway Trail, and will serve transportation and recreation demand for the economically and ethnically diverse St. John's neighborhood.

This project will increase bicycling and walking by providing a safe and comfortable active transportation and recreation route:

- through the neighborhood;
- between high-density residential neighborhoods and employment areas;
- between Sitton Elementary School, James John Elementary School, Pier Park, Cathedral Park, St. Johns Park and Community Center, and Baltimore Woods Natural Area;
- to a natural area in the neighborhood that currently has no clear access.

For these reasons we strongly support this grant application and ask for your support to fund it.

Sincerely,

Jeff Anderson
Executive Director
Portland Parks Foundation

Board of Directors

Gina Eiben, Chair
Julie Vigeland, Vice-Chair
Alex Occhipinti, Treasurer
David Thompson, Secretary

Zari Santner, Member, Exec. Committee

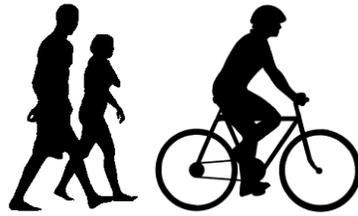
Charlie Baker
Jim Francesconi
Rich George
Mary Ruble

Ex Officio

Jim Owens, Portland Parks Board
Mike Abbaté, Portland Parks & Recreation

Executive Director

Jeff Anderson



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

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:

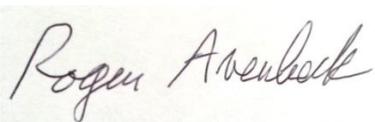
- Brentwood-Darlington Safe Routes to School - Sidewalk Infill & Neighborhood Greenway: Provides Brentwood-Darlington, an underserved neighborhood that relies on active transportation, walking and bicycle facilities. The project will improve safety in a high-crash area and removes conflicts between modes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

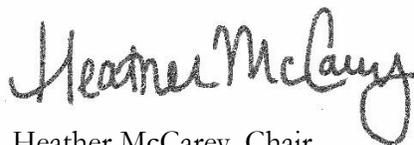
Each of these projects are region-wide investments that make our communities more livable and give people choices in how they travel. Each of these projects score high on the prioritization criteria by serving underrepresented populations that are in projected high growth areas in the Portland Metro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



Pamela Blackhorse
Program Assistant II
Regional Travel Options
Metropolitan Transportation Improvement Program
METRO Regional Center
600 NE Grand Ave,
Portland, OR

August 25, 2016

Dear Ms. Blackhorse,

Northwest Trail Alliance is writing to express our enthusiastic support for the METRO Regional Flexible Funds Allocation – Active Transportation/Complete Streets grant application submitted by the City of Portland.

- Northwest Trail Alliance strongly supports projects that will increase off-street bicycle recreation opportunities. Increasing recreational opportunities for bicyclists in the urban environment has many benefits including the encouragement/adoption of healthy lifestyles, and increasing livability within core urban neighborhoods.
- Northwest Trail Alliance is encouraging the City of Portland, Metro and other agencies within the region to adopt a "Ride to Ride" strategy, by providing additional access to natural surface trails close to where people live. This project will provide additional access to parks and natural areas enjoyed by mountain bike enthusiasts, without increasing auto use.
- Off-street bicycle routes help encourage those who might otherwise be intimidated by riding in auto traffic. These types of alternatives will ultimately result in more participation in cycling.

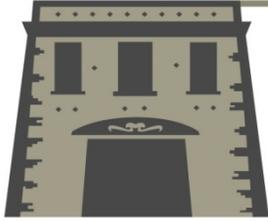
The City of Portland is undergoing an off-road bicycling master planning process, and several sites in this area are being considered. We support this project especially because of its potential to expand and diversify access to urban recreation. We have long recognized the need for this project and are proud to stand behind it as an effort to further enhance the wellbeing of our region.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Cardwell", is written in a cursive style.

Kelsey Cardwell, President
Northwest Trail Alliance



NORTH PORTLAND NEIGHBORHOOD SERVICES

City of Portland Office of Neighborhood Involvement 2209 N. Schofield St. Portland Oregon 97217 info@npncommunity.org

August 25, 2016

Pamela Blackhorse
Program Assistant II
Regional Travel Options
Metropolitan Transportation Improvement Program
METRO Regional Center
600 NE Grand Ave, Portland

RE: METRO Regional Flexible Funds Allocation – Active Transportation/Complete Streets

The North Portland Neighborhood Services supports the City of Portland's METRO Regional Flexible Funds Allocation – Active Transportation/Complete Streets grant application.

This grant application will enhance North Portland providing an important connection that will bring the completion of the North Portland Greenway Trail closer to completion.

We urge Metro to fund this grant.

Sincerely,

Tom Griffin-Valade
Director



August 25, 2016

Pamela Blackhorse
Program Assistant II
Regional Travel Options
Metropolitan Transportation Improvement Program
METRO Regional Center
600 NE Grand Ave, Portland

Dear Pamela Blackhorse:

RE: METRO Regional Flexible Funds Allocation - Active Transportation/Complete Streets

npGreenway is pleased to support the METRO Regional Flexible Funds Allocation - Active Transportation/Complete Streets grant application submitted by the City of Portland for the North Portland Greenway Trail: St. Johns Connections project.

The application seeks grant funding for design and construction to complete Segment Two of the North Portland Willamette Greenway Trail, which consists of design-ready high quality bikeway and pedestrian improvements in Portland's St. Johns neighborhood.

Improvements will complete a trail gap between Pier Park and a completed segment of Willamette Greenway Trail near Cathedral Park. The project will include bicycle lanes, neighborhood greenways, sidewalks, and off-street multi-use pathways. This critical connection advances completion of the North Portland Greenway Trail, and will serve transportation and recreation demand for the economically and ethnically diverse St. Johns neighborhood.

This project will increase bicycling and walking by providing a safe and comfortable active transportation and recreation route for working people who commute from the area to jobs, for elementary students riding to school, for adults and seniors for recreation and fitness and for active family and group recreation. The project will allow non-vehicular pedestrian and bicycle use::

- through the neighborhood;
- between high-density residential neighborhoods and employment areas;
- between schools and parks - including Sitton Elementary School, James John Elementary School, Pier Park, Cathedral Park, St. Johns Park and Community Center;
- to the Baltimore Woods Natural Area - a natural area in the neighborhood that currently has no clear access.

The npGreenway Trail is a major gap in the regional trails network. Funding this project is important to connect residents to major employment centers, unique urban natural areas and recreational opportunities. For these reasons we strongly support this grant application and ask that Metro fund it.

Sincerely,

Shelley Oylear
Board President,
npGreenway



August 25, 2016

Pamela Blackhorse
Program Assistant II
Regional Travel Options
Metropolitan Transportation Improvement Program
METRO Regional Center
600 NE Grand Ave, Portland

Dear Pamela Blackhorse:

RE: METRO Regional Flexible Funds Allocation - Active Transportation/Complete Streets

The St Johns Neighborhood Association (SJNA) is pleased to support the the City of Portland's application for the North Portland Greenway Trail: St. Johns Connections project submitted for a METRO Regional Flexible Funds Allocation - Active Transportation/Complete Streets grant.

This grant application will significantly enhance the livability and access for the St. Johns Neighborhood to the regional trails system. The application seeks grant funding for design and construction of to complete the St Johns segment of the North Portland Willamette Greenway Trail, which consists of design-ready high quality bikeway and pedestrian improvements in Portland's St. Johns neighborhood.

This project will increase bicycling and walking by providing a safe and comfortable active transportation and recreation route:

- through the neighborhood;
- between high-density residential neighborhoods and employment areas;
- between schools and parks - including Sitton Elementary School, James John Elementary School, Pier Park, Cathedral Park, St. Johns Park and Community Center;
- to the Baltimore Woods Natural Area - a natural area in the neighborhood that currently has no clear access.

St. Johns Neighborhood Association
8316 N. Lombard Street, #441 Portland, Oregon 97203
www.stjohnspdx.org

St. Johns is one of Portland's fastest-growing neighborhoods, absorbing a healthy share of Portland's population growth with new multi-family dwellings since the 1990s. Completion of this segment of the trail will give St Johns residents access the job centers at Rivergate and Cathedral Park, unique urban natural areas in our neighborhood and recreational opportunities for our economically and ethnically diverse neighborhood.

For these reasons, SJNA strongly supports this grant application and ask that Metro fund it.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Bricker". The signature is fluid and cursive, with a prominent initial "S" and a trailing flourish.

Scott Bricker
Acting Chair,
St Johns Neighborhood Association

August 25, 2016

Pamela Blackhorse, Program Assistant II
Regional Travel Options/Metropolitan Transportation Improvement Program
METRO Regional Center
600 NE Grand Ave, Portland



I am writing to express our support of Portland Park's and the Port of Portland's application to the Regional Flexible Funds program for the construction of the St. Johns Connection portion of the North Portland Greenway project. The Intertwine Alliance is a coalition of more than 150 prominent public, private and nonprofit organizations with a stake in parks, trails and natural areas in the Portland – Vancouver region. The Alliance is working with our many partners to transform transportation and mobility in the Portland region by opening exciting new options for active transportation. We are now at a very exciting juncture where the many multimodal trail segments developed over the years are linking together to form a true network. As gaps are filled and key linkages are made, we are achieving the “network effect,” where dozens of new destinations become safely accessible and usage rises dramatically. This is one such project.

The St. Johns Connections project consists of high quality bikeway and pedestrian improvements to this underserved neighborhood. It is one of Portland's fastest-growing areas, absorbing a healthy share of Portland's population growth, increasing demand for and potential usage of multimodal trails. Improvements will complete a key trail gap by including bicycle lanes, neighborhood greenways, sidewalks, and off-street multi-use pathways. This critical connection will serve transportation and recreation demand for the economically and ethnically diverse St. Johns neighborhood, increasing bicycling and walking by providing a safe and comfortable route through the neighborhood. This project also connects residents to a natural area in the neighborhood that currently has no clear access.

We believe that this project should stand out for its important strategic location and for the tremendous impact on mobility it will have in our region. Thank you for your consideration.

Sincerely,

David Cohen, Program Director
The Intertwine Alliance



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

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>INTRODUCED BY Commissioner/Auditor: COMMISSIONER STEVE NOVICK</p> <p>COMMISSIONER APPROVAL</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>BUREAU APPROVAL</p> <p>Bureau: Transportation LEAH TREAT, DIRECTOR <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>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter</p> <p>Council Meeting Date August 17th, 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>
--	---

AGENDA
<p>TIME CERTAIN <input type="checkbox"/></p> <p>Start time: _____</p> <p>Total amount of time needed: (for presentation, testimony and discussion)</p> <p>CONSENT <input type="checkbox"/></p> <p>REGULAR <input checked="" type="checkbox"/></p> <p>Total amount of time needed: 20 minutes (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

Active Transportation Projects Name (Alphabetical)	Description	Maximum Grant Request
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 nd Ave to 82 nd Ave; a neighborhood greenway on Knapp and Ogden from 32 nd to 87 th ; and a pedestrian/bicycle connection to the Springwater Corridor on 87 th Ave. south of Flavel.	\$3,500,000
Connected Cully, Phase 2: NE 72 nd Ave Pedestrian/Bicycle Parkway	Provide a high-quality pedestrian and bicycle parkway along NE 72 nd 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 th , 130 th , 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 th Ave from Stark to Division, SE Mill St from 130 th to 148 th , and SE 117 th 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 th 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 nd Ave. Corridor.	\$4,000,000

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

<p>NE Halsey Safety & 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 82nd Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 47th 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.</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 th 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