



## Active Transportation & Complete Streets Projects

**Name of Project** Outer Stark/Halsey Complete Streets: Project Development  
*(project name will be adjusted to comply with ODOT naming convention if necessary)*

### Project application

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

### Project Definition

#### Project Description

- Facility or area: street(s), intersection(s), path or area.
- Beginning facility or milepost.
- Ending facility or milepost.
  - SE Stark Street between I-205 and SE 162nd Avenue
  - SE Washington Street between I-205 and SE 108th Avenue
  - SE 102nd Avenue between E Burnside Street and SE Washington Street
  - SE 103rd Avenue between SE Pine Street and SE Washington Street
  - NE Halsey Street between NE 114th Avenue and NE 162nd Avenue
- Provide a brief description of the project elements.

This is a Project Development application for project planning and conceptual design. The project in its ultimate form aims to improve safety and multimodal accessibility along two busy transit corridors in east Portland. Conceptual project elements, subject to refinement during the Project Development process, include:

- Separated bike lanes, wider sidewalks and new pedestrian crossings on the SE Stark/Washington couplet between the I-205 Multi-Use Path and SE 108th Avenue in the Gateway Regional Center
- New bike lanes, pedestrian crossings and targeted sidewalk widening on SE Stark Street between SE 108th Avenue and SE 162nd Avenue
- Separated bike lanes, sidewalk infill and new pedestrian crossings on NE Halsey Street between NE 114th Avenue and NE 134th Place
- Sidewalk infill and new pedestrian crossings on NE Halsey Street between NE 134th Place and NE 162nd Avenue
- Evaluation of alternative cross-sections for all roadway segments and major intersection approaches to determine optimal allocation of right-of-way between medians, turn lanes, median islands, travel lanes, bike lanes, sidewalks, parking, etc.

- Evaluation of alternative intersection treatments at major intersections to achieve maximum safety benefit (e.g. traffic signals, protected intersections, roundabouts)
- City (ies). Portland
- County(ies). Multnomah

**Base project information**

- Corresponding RTP project number(s) for the nominated project.
  - 10319: Stark & Washington, SE (92<sup>nd</sup> – 111<sup>th</sup>): Gateway Plan District Improvements
  - 10321: Stark, SE (111<sup>th</sup> – City Limits): Bikeway
  - 11193: Citywide Sidewalk Infill Program

- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).

See attached.

- Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).

The purpose of the project is to improve safety and accessibility for people walking, bicycling and accessing transit along and across two arterial roadway transit corridors in east Portland. Outer SE Stark Street and outer NE Halsey Street (“outer” in this application refers to east of I-205) experience a high incidence of crashes, host regular service bus lines, and pass through neighborhoods with above average concentrations of nonwhite, low income, low English proficiency, elderly and young populations. Both roadways need to be fundamentally redesigned as “Complete Streets” to move toward the city’s Vision Zero goal of eliminating traffic deaths and to allow for multimodal accessibility to transit and commercial areas such as Gateway and Rosewood.

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

See attached.

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

Because this is a Project Development application, success will be defined as advancing the project to construction with support from the affected communities. Once funded for construction, project effectiveness will be measured based on the following indicators measured before and after project implementation:

- Incidence of pedestrian, bicycle and automobile crashes, including serious injury, fatal and other crashes, in one calendar year in the two project corridors.

- Bicycle volumes on project roadways
- Transit ridership on project roadways
- Number of bus stops or bus stop pairs with enhanced pedestrian crossings compared to the number without enhanced pedestrian crossings

**Project Cost and Funding Request Summary**

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

The project cost estimate was determined by planners in the Planning Division at PBOT. The project elements currently do not have a high level of certainty and need to be developed through a planning process, therefore this is a Project Development application. It is anticipated that the project, once reaching construction stage, will not have significant environmental impacts and would be eligible for a categorical exclusion under NEPA. The local funding for Project Development comes from City of Portland General Transportation Revenue (GTR), an ongoing revenue stream for PBOT that is eligible to be used for project development. Elements of this project have been identified as priorities in multiple locally-adopted plans that went through significant public involvement efforts, including the Portland Transportation System Plan, Portland Bicycle Plan for 2030, Gateway Regional Center Urban Renewal Plan, East Portland in Motion 5-Year Implementation Strategy for Active Transportation, and the Growing Transit Communities Plan.

- Total project cost  
(Include and describe any cost elements beyond those funded by the request + match):  
Project Development (total): \$335,000
- RFFA funding request by project phase:  
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)  
Project Development (RFFA): \$300,000
- Local match or other funds  
(minimum match = 10.27% of funds requested + match):  
Project Development (local match): \$35,000 (10.45% match)

**Map of project area**

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

### **Project sponsor agency**

- Contact information (phone # & email) for:
- Application lead staff  
Steve Szigethy, 503.823.5117, [steve.szigethy@portlandoregon.gov](mailto:steve.szigethy@portlandoregon.gov)
- Project Manager (or assigning manager)  
Dan Layden, 503.823.2804, [dan.layden@portlandoregon.gov](mailto:dan.layden@portlandoregon.gov)
- Project Engineer (or assigning manager)  
Lola Gailey, 503.823.7563, [lola.gailey@portlandoregon.gov](mailto: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 is fully certified by ODOT to deliver federal aid projects and has extensive experience with delivering federal aid projects. PBOT 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 the bureau 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.

- 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 staff capable of providing 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?

Both project corridors pass through communities with above average concentrations of low-income (41% of households), nonwhite (31% of residents), elderly (14% of residents) and young

(26% of residents) populations. Significantly above average concentrations of elderly are found in the Gateway area due to numerous senior and/or assisted living communities. Significantly above average concentrations of low income and nonwhite populations are found in the Glenfair neighborhood along SE Stark Street between 148th and 162nd Avenues.

In terms of raw numbers, the Census Tracts served by the project include 42,285 residents, 14,283 households, 6,019 low income households, 1,498 low English proficiency persons, 13,132 non-white persons, 5,929 elderly (65+) persons, 10,829 young (under 18) persons and 6,455 persons with disabilities.

Residents of these communities, many of whom have limited or no access to motor vehicles, and some of whom had been displaced from inner Portland neighborhoods with better active transportation infrastructure, will benefit from the ultimately constructed project by having access to safer infrastructure for walking, bicycling and accessing transit.

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?

Outer SE Stark Street and outer NE Halsey Street are both included in the city's High Crash Network – a composite of the top 20 Portland roadways for crashes involving people driving, bicycling and walking. The project also includes intersections ranked first (Stark/122nd), ninth (Stark/148th), eleventh (Halsey/122nd), twenty-eighth (Washington/96th/99th), thirty-eighth (Stark/102nd) and fiftieth (Stark/162nd) on the city's High Crash Intersection list compiled from 2011-2014 crash data. These six locations account for 584 crashes in a three-year period, including two fatalities. Looking at pedestrian and bicycle involved crashes over a ten-year period, there have been five pedestrian fatalities, eight serious injury pedestrian crashes and three serious injury bicycle crashes in the project corridors from 2005 to 2014. All of these pedestrian/bicycle crashes occurred in close proximity to transit stops. The project, once constructed, will help actual and perceived safety for people walking, bicycling and accessing transit by providing dedicated facilities for pedestrian and bicycle travel that are clearly visible to all users, and in some cases will involve physical separation.

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

The project will serve and provide improved access to the Gateway Regional Center, a major concentration of essential services including retail, civic establishments, financial institutions, health care and food. Priority destinations within Gateway served by the project include Mall 205 (and surrounding shopping centers), East Portland Community Center and Floyd Light Middle School. Priority destinations along outer Stark east of Gateway include Ventura Park, the Rosewood Initiative community development organization, and the Multnomah County / Human

Solutions shelter for families experiencing homelessness. Priority destinations on outer Halsey include the shopping centers at the intersection of 122nd and Halsey and the popular Glendover Fitness Trail. The project, once constructed, will make pedestrian, bicycle and transit trips to these destinations safer, more comfortable and more convenient.

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

The Stark/Washington couplet is part of the Gateway Regional Center, an area envisioned in the Portland Comprehensive Plan and the Metro 2040 Growth Concept as the primary hub of employment and housing between downtown Portland and downtown Gresham. Allowed development intensities along the Stark/Washington couplet include floor area ratios as high as 6:1 and building heights as high as 120 feet. Further east, the 2040 Growth Concept designates both outer Halsey and outer Stark as “Corridors” intended for medium-intensity development well served by transit. City of Portland zoning supports these designations with commercial and medium-density residential zoning along much of outer Stark and outer Halsey. Finally, SE Stark Street serves as the southern edge of several Station Communities and Pedestrian/Bicycle Districts along the MAX Blue Line, with activity focused at 122nd, 148th and 162nd Avenues. The project will support the above land use policies by providing infrastructure for space-efficient, low impact, congestion mitigating modes of transportation: walking, biking and transit.

#### **Higher priority criteria**

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

The project, once constructed, will fill a gap in the Regional Pedestrian Network on NE Halsey Street, which is designated as a Pedestrian Parkway in the Regional Active Transportation Plan, and will fill a gap in the Regional Bikeway network on SE Stark Street, which is designated as a Regional Bikeway. The project will also enhance pedestrian and bicycle facilities in the Gateway Pedestrian/Bicycle District.

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 Project Development effort is intended to identify pedestrian, bicycle and transit access and safety needs and determine design elements at a conceptual level. Specific facility types, dimensions and locations are not certain at this time; however, it is likely that the project will look into the following treatments in order to increase user safety and comfort:

- Separated bike lanes on SE Stark Street east of 108<sup>th</sup> Avenue, where there is currently underused on-street parking.
- Separated bike lanes on the SE Stark/Washington couplet in Gateway Regional Center, which currently features three to four vehicle travel lanes in each direction and a westbound standard bike lane. The degree and method of separation and the space allocation of travel modes will be carefully considered in the context of travel demand and turning movements, including ODOT operational requirements at the I-205 interchange.
- Separated bike lanes on NE Halsey Street between NE 114<sup>th</sup> Avenue and NE 134<sup>th</sup> Place, where there are currently standard bike lanes and underused on-street parking.
- Sidewalk and curb ramp infill on NE Halsey Street between NE 134<sup>th</sup> Place and NE 162<sup>nd</sup> Avenue within available right-of-way.
- Sidewalk widening and enhancement in locations with high pedestrian demand and/or safety needs for separation, such as in Gateway Regional Center and at intersections with major north-south roadways including 122<sup>nd</sup>, 148<sup>th</sup> and 162<sup>nd</sup> Avenues.
- Enhanced pedestrian crossings at locations with identified crossing demand, using treatments that are warranted by NCHRP methodology, which may include striping, median refuge islands, signage, rectangular rapid flash beacons, pedestrian hybrid (“HAWK”) signals and/or full traffic signals.
- Medians and right-of-way reallocation to lower traffic speeds and reduce turning movement conflicts.
- Intersection treatments such as protected intersections and/or roundabouts to lower traffic speeds and reduce turning movement conflicts.

See attached Appendix C for greater detail on anticipated design features that will be considered during Project Development.

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

The project, by providing higher quality pedestrian and bicycle facilities along the Stark/Washington and 102<sup>nd</sup>/103<sup>rd</sup> couplets, will provide improved last mile pedestrian and bicycle connections between bus stops on the #20 line and employers in the Gateway Regional Center, including retail and service establishments at Mall 205 and surrounding shopping centers. In addition, a major employment area exists one mile east of the project area in Gresham, where numerous distribution centers are clustered. Proposed improvements to NE Halsey Street will aid access to that employment area by bike and bus.

**Priority criteria**

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

As a Project Development effort, the project will be characterized by significant public involvement in order to arrive at a community-supported design concept. PBOT will build upon established public involvement relationships that have served well in recent years, including engaging the East Portland Action Plan (EPAP) Group, EPAP Bicycle Subcommittee, East Portland Neighborhood Office Land Use & Transportation Committee, individual neighborhood associations (including Hazelwood, Parkrose Heights, Russell, Wilkes, Hazelwood, Mill Park, Glenfair and Centennial), business and community development organizations including the Gateway Area Business Association and Rosewood Initiative, and organizations serving underrepresented populations including the Immigrant & Refugee Community Organization.

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

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

Post-construction demand management and public awareness does not apply to this Project Development effort, except that baseline safety and user data will be collected.

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

PBOT will be providing a \$35,000 match for the project using city General Transportation Revenue. Indirectly, the project will leverage hundreds of thousands of dollars of recent, current and committed investments in the immediate vicinity including the Halsey/Weidler Streetscape funded by Gateway Regional Center Urban Renewal Area, sidewalk infill and crossings on outer Stark funded by House Bill 2001 and HSIP funds, and sidewalk infill and bike lanes on SE Cherry Blossom Drive funded by the 2016-18 Regional Economic Opportunity Fund.

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

The Stark/Washington couplet in the Gateway Regional Center is a congested area due to its concentration of commercial activity (including Mall 205) and its location at an I-205 interchange. The proposed project, once constructed, will provide more attractive pedestrian, bicycle and travel options that will be viable alternatives to driving on congested roadways. It is expected that bicycle travel times along the project corridors will be competitive with driving during peak hours in the peak direction.

### **Process**

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

In 2014 PBOT developed a candidate list of major projects for inclusion in the Portland Transportation System Plan (TSP), sourcing projects from the 2007 Portland TSP, the 2014 Regional Transportation Plan, and other plans adopted since 2007. The TSP Major Projects List update process included extensive public engagement with projects featured on Portland's 2035 Comprehensive Plan Map App. Members of the public were invited to comment directly through the Map App, supplemented with extensive community outreach at meetings and events. As noted in Appendix A – the public engagement and non-discrimination certification – PBOT developed and used a thorough public engagement plan which included stakeholder analysis and a focus on efforts to engage underrepresented populations.

In order to refine the TSP Major Projects List, projects were also evaluated based on criteria including safety, neighborhood access, economic benefit, health, equity, climate, cost

effectiveness and community support. This evaluation, along with additional public feedback, helped to determine the final TSP Major Projects List.

To select projects for Regional Flexible Funds applications, PBOT narrowed the TSP Major Projects List by considering the specific RFF grant criteria, the availability of match, readiness factors for projects, input from PBOT's Pedestrian and Bicycle Advisory Committees, feedback from the Transportation Justice Alliance, other City Bureau priorities, and community needs identified in ongoing planning efforts.

Specifically, elements of this project were identified through East Portland in Motion, an implementation strategy for active transportation projects east of 82nd Avenue adopted by City Council in 2012. That document calls for sidewalk infill on NE Halsey Street and additional enhanced pedestrian crossings of Stark and Halsey Streets. In addition, SE Stark Street is designated as a Future Separated In-Roadway Bikeway in the Portland Bicycle Plan for 2030, adopted in 2010. Both roadways are identified on the City's High Crash Network and are the focus of the city's Growing Transit Communities study to improve access to transit on bus lines slated for frequency improvements. Finally, the Stark/Washington couplet has long been targeted as an investment to stimulate economic development as part of the Gateway Regional Center Urban Renewal Plan.

- 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.

Growing Transit Communities, a State of Oregon Transportation & Growth Management grant-funded study undertaken by PBOT, has served as a partnership between TriMet and PBOT to identify pedestrian and bicycle safety and access improvements that would support planned service enhancements along the #20 (Burnside/Stark), #77 (Broadway/Halsey) and #87 (Airport Way) bus lines in east Portland. Applying for Project Development funds for transit-supportive investments along the studied corridors was a natural outcome of that study. (Stark and Halsey were prioritized over Airport Way because improvements on Stark and Halsey would serve significantly more people).

## APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

### Public engagement and non-discrimination certification

#### Regional flexible funds 2019-21

##### Background and purpose

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

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

##### Instructions

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

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

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

##### 1. Checklist

###### Transportation or service plan development

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

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

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

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

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

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

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

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

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

## **Project development**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

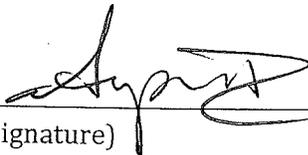
### 2. Summary of non-discriminatory engagement

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

### 3. Certification statement

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

As attested by:

  
\_\_\_\_\_  
(signature)

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

8/23/16  
\_\_\_\_\_  
(date)

## APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

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

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

**A. Pedestrian Project design elements – check all that apply**  
***Design elements emphasize separating pedestrians from auto traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and make it easier and more comfortable for people walking to access destinations.***

For every element checked describe existing conditions and proposed features:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- 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
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add pedestrian crossing at appropriate location
- 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
- 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
- Wayfinding, street markings
- 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

**C. Other Complete Street Features**

For every element checked describe existing conditions and proposed features:

- Turning radius improvements (freight route only)
- Gateway feature
- Street trees
- ITS elements (i.e. signal timing and speed detection)

**D. Off-Street and Trail Facilities**

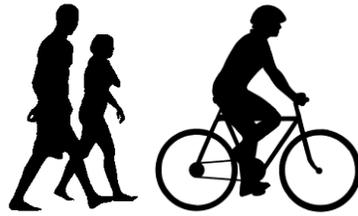
For every element checked describe existing conditions and proposed features:

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



## Outer Stark and Halsey Complete Streets: Project Development Cost Estimate by Task

Task	Cost Estimate
1. Project Management and Coordination of Community and Agency Stakeholder Involvement	\$35,400
2. Baseline Conditions and Existing Policies, Plans and Projects	\$44,800
3. Transportation Analysis	\$47,600
4. Needs, Opportunities and Constraints Synthesis	\$30,800
5. Alternatives Development	\$47,600
6. Alternatives Evaluation and Preferred Plan	\$106,400
7. Refinement/Implementation Final Plan	\$22,400
<b>Total:</b>	<b>\$335,000</b>



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

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August 24, 2016

Metro Council  
600 NE Grand Ave  
Portland, OR 97232

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

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

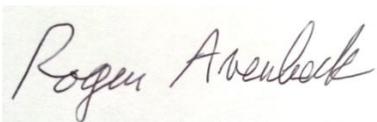
- Brentwood-Darlington Safe Routes to School - Sidewalk Infill & Neighborhood Greenway: Provides Brentwood-Darlington, an underserved neighborhood that relies on active transportation, walking and bicycle facilities. The project will improve safety in a high-crash area and removes conflicts between modes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

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

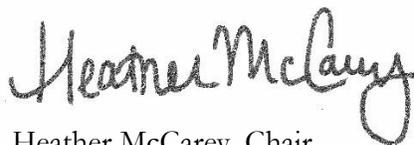
Each of these projects are region-wide investments that make our communities more livable and give people choices in how they travel. Each of these projects score high on the prioritization criteria by serving underrepresented populations that are in projected high growth areas in the Portland Metro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

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

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



Roger Averbeck, Co-Chair  
Pedestrian Advisory Committee



Heather McCarey, Chair  
Bicycle Advisory Committee



Rithy Khut, Vice-Chair  
Bicycle Advisory Committee

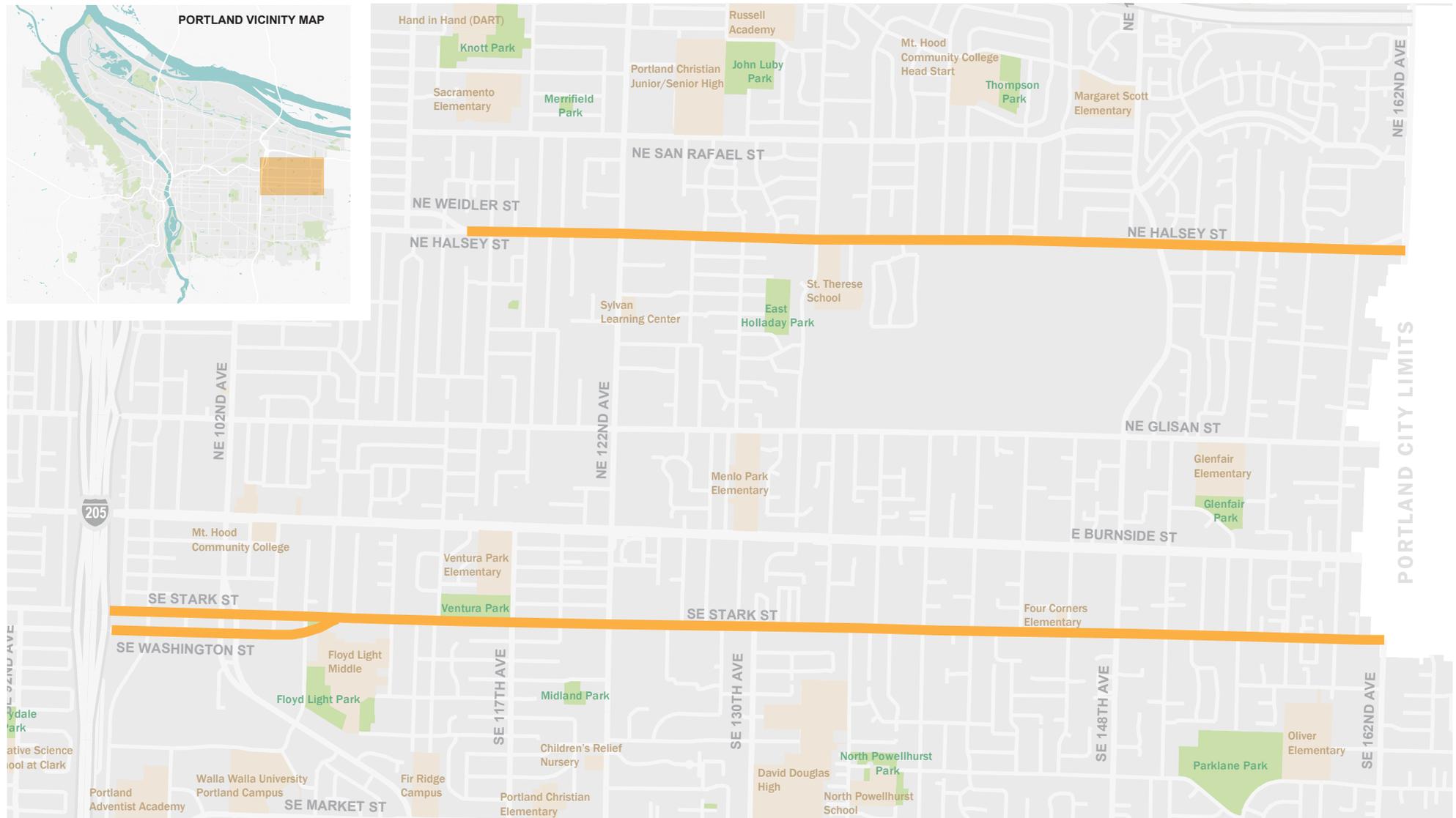
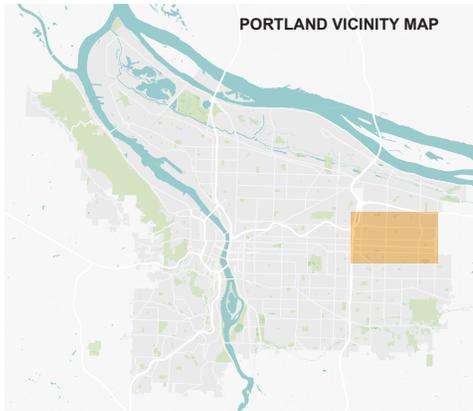
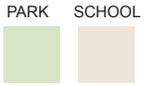
Please note: PAC members Rebecca Hamilton, Co-Chair and Anthony Buczek, as Metro employees, recused themselves from participating in all discussions related to the RFF project selection and related issues.

cc: Joint Policy Advisory Committee on Transportation (JPACT)

# STARK HALSEY

## PROJECT DEVELOPMENT

Project  
development  
areas



## Summary of non-discriminatory engagement

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

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

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

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

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

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

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

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

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

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

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

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

ORDINANCE NO. 187954

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

The City of Portland ordains:

Section 1. The Council finds:

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

NOW, THEREFORE, The Council directs:

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

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

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

Commissioner Steve Novick

Prepared by: Mark Lear:CK

Date Prepared: 08/02/16

**Mary Hull Caballero**

AUDITOR OF THE CITY OF PORTLAND

By 

Deputy

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

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

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

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

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

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

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

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

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

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

### Regional Freight Investment Projects

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