

## 2022-2024 Regional Flexible Funds Project Application

### INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- Active Transportation and Complete Streets, or
- Freight and Economic Development Initiatives

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing Equity
- Improving Safety
- Implementing the region's Climate Smart Strategy
- Managing Congestion

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to [rffa@oregonmetro.gov](mailto:rffa@oregonmetro.gov). Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

### APPLICANT INFORMATION

1. Jurisdiction name: City of Portland Bureau of Transportation
2. Contact info: Mark Lear, 503-823-7604, [Mark.Lear@portlandoregon.gov](mailto:Mark.Lear@portlandoregon.gov)
3. Funding category (check one):  Active Transportation       Freight       Both
4. Project name: NE 122nd Ave Multimodal Safety and Access Improvement Project
5. Describe the project purpose. What problems or issues is the project intended to address?

The purpose of this project is to increase safety and improve pedestrian & bicycle access along and across 122nd Ave. Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. It is a difficult and stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lane.

122nd Ave is wide and difficult to cross while walking and biking. There are great distances between existing enhanced crossings or signalized intersections. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts.

Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

PBOT is developing the 122nd Avenue Plan: Safety, Access and Transit with the goals to

- 1) increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes
- 2) identify improvements to help eliminate serious injuries and fatalities and remove 122nd Ave from the Vision Zero High Crash Corridor network.

The NE 122nd Ave Multimodal Safety and Access Improvement Project includes enhanced and marked crossings recommended in the draft 122nd Avenue Plan to help meet the plan goals. These new enhanced and marked crossings will improve safety and access. They will help meet the City's new marked crosswalk spacing guidelines. PBOT proposes to build three new crossings through this project, possibly four if we have savings from the other three.

Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal treatment crossing treatment to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals.

Additional engineering Project Development and warrants analysis prior to the Design Phase will allow us to refine and confirm the scope and cost estimate. This will enable us to account for potential changes between now and 2022, such as motor vehicle traffic volume and speed, pedestrian and cyclist volumes, number of lanes, changes to our ever-evolving policies, design guidelines and crossing treatment technologies. It may be possible to build a fourth crossing if we determine that a full signal is not warranted, and we do not need all of the contingency included in the cost estimate. The final approved treatment at each crossing location, updated cost estimates and number of crossings will need to be determined when we complete project development, before entering the design stage gate in the PBOT project delivery process.

Enhanced and marked crossing locations:

- NE Beech or vicinity to the north connecting to Luuwit Park, TriMet bus stops, BeginRight Employment Services, and future redevelopment of Rossi, Giusto and Garre Farms comprising the Parkrose- Argay Development site (30 acres of commercial and

multi-family residential land). Currently, there is a 1330 feet distance between existing signals or the next enhanced and marked crosswalks.

- NE Broadway/ NE Hancock vicinity connecting to San Rafael Shopping Center and Winco Foods, and TriMet bus stops. Currently, there is a 1335 feet distance between existing signals or the next enhanced and marked crosswalks.

- NE Wasco/ NE Multnomah or vicinity connecting to TriMet bus stops, Adventist Urgent Care, Highlander Apartments and other apartments. Currently, there is a 1150 feet distance between existing signals or the next enhanced and marked crosswalks.

A potential fourth location:

- NE Sacramento/ NE Brazee vicinity connecting to TriMet bus stops, Sacramento Elementary School, Portland Christian Schools, Merrifield City Park, Knott City Park. Currently, there is a 1480 feet distance between existing signals or the next enhanced and marked crosswalks at street level. However, there is an existing pedestrian bridge at NE Brazee.

The benefits of this project will be combined with the safety, access and transit benefits PBOT has recently built and more programmed for 2020 with \$3.3 million of Fixing Our Streets Funds and other sources. PBOT will continue to seek additional funding for improvements along 122nd Ave to make it a more complete street and Civic Corridor as envisioned in the Portland Comprehensive Plan. These incremental improvements, along with safety and multi-modal improvement on multiple streets throughout East Portland will have a cumulative effect of removing barriers and improving a network of walking, biking, scooting and transit routes.

## PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

### Project Detail

6. Is this project on the 2018 RTP Constrained list?  Yes  No
7. What is the RTP Project ID #? 11868
8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.
  - High Injury Corridor (or ODOT ARTS Hotspot map) Click here to enter text.
  - Bicycle: Bicycle Parkway S of Sandy Blvd
  - Pedestrian: Pedestrian Parkway S of Sandy Blvd
  - Freight:
  - Transit: Frequent Bus

9. List the project beginning and ending points. What specific streets/intersections are included in the project area?

NE 122nd Ave: E Burnside St – NE Sandy Blvd. Project includes crossing improvements along NE 122nd at or in the vicinity of the following locations NE Beech St., NE Sacramento St./Brazee St., NE Broadway St./Hancock St., NE Wasco St./NE Multnomah St.

10. Is the project included in an adopted local transportation safety plan or audit?  Yes  No  
Please describe.

This project is part of PBOT's Vision Zero project list, included under the Transportation System Plan (TSP) as project #50049. The crossing improvements are included in the draft 122nd Avenue Plan: Safety, Access and Transit, currently in development. Adoption by City Council is anticipated in late 2019.

11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)

The total project cost estimate is \$6,491,000. Local match in the amount of \$1,947,300 will be provided by transportation system development charge revenue and/or other discretionary local funding sources. The local match funding is Certain. The RFFA request is for the remaining \$4,543,700.

12. Which Project Development Stages are to be considered for RFFA funding?

We are requesting RFFA funding for Alternatives Identification and Evaluation, Preliminary Design, Final Design, Right of Way, Utilities, and Construction

13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities?  Yes  No

14. Attach or describe the project schedule and include information about important schedule considerations or drivers.

2021- 2022: Project Development to refine or confirm the project scope and crossing treatments based on conditions, policy, design guidance and technological advances in place at the time closer to design. We recognize any of these are subject to change between 2019 and 2022.

2022: Preliminary Design and Final Design

2023: Right-of-Way

2024: Construction

#### Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)?

This project has gone through the Planning stage and enough of the Alternatives Identification and Evaluation stages to develop a signed engineer cost estimate and a defined conceptual scope. We have not done any survey or preliminary engineering. The scope includes a

preliminary recommendation for crossing treatments. Final traffic engineering determination of crossing treatments and traffic design will be based on conditions, policy, design guidance and technological advances in place at the time closer to design. We recognize any of these are subject to change between 2019 and 2022. The current scope and cost estimate is based on a conservative assessment of crossing treatments and assumes the higher cost treatment options to minimize risk of cost escalation.

16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project?

This project will require temporary construction easements. Significant acquisitions are not likely to be necessary. Right of way acquisition will be completed by the City of Portland following all federal processes during the Right of Way phase for each project.

17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer?

PBOT is developing the 122nd Avenue Plan: Safety, Access and Transit. The 122nd Ave Plan is still in process but will be available in digital format. The draft recommended enhanced crossing locations to be included in the plan are displayed on page 6.8 of this document of potential changes to 122nd Ave: <https://www.portlandoregon.gov/transportation/article/702764>

As a part of this 122nd Ave planning process, PBOT completed the 122nd Ave Plan: Existing Conditions Atlas DRAFT (Sept. 2018) and the 122nd Existing Conditions Atlas APPENDIX: Crash Summary Report, from NE Marine Drive to SE Foster Rd in March 2018. These reports are available in digital format on the PBOT website for the 122nd Ave Plan, located on the "Documents and Maps" page: [www.portlandoregon.gov/transportation/122ndAve](http://www.portlandoregon.gov/transportation/122ndAve)

More recently, PBOT completed the NE/SE Ave Ped and Bike Crash Data (2012-2016) Summary Report in May 2019. This report can be made available digitally. These technical reports and input from community stakeholders through our public engagement efforts informed the selection of enhanced crossing included in this project proposal.

18. Does the project area intersect with Title 13 resource areas , wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?

The project does not intersect with any Title 13 resources or other areas that require permitting.

19. To what extent has environmental permitting been scoped or completed?

Environmental permitting for the project is unlikely as the project does not impact an environmental resource area. This project will likely meet the requirements for a NEPA Categorical Exclusion.

Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?

During the public engagement process for developing the 122nd Avenue Plan, PBOT received feedback from community members that it is difficult, unsafe and stressful to cross 122nd Ave. Many people said additional marked crosswalks with enhanced crossing treatments are greatly needed on 122nd Ave. During our Spring - Summer 2018 outreach, crossing safety was the most frequent topic when we asked people to share additional thoughts and open-ended feedback about 122nd Ave. Survey participants noted difficulty crossing the street while walking, biking, and accessing transit. Comments of this type centered on the long distances between signalized or enhanced crossings. During our Fall 2018-Winter 2019 outreach, enhanced crossings for pedestrians and cyclists were the 2nd highest priority improvement among the people whom we engaged. More street lighting was the top priority.

This feedback helped solidify our decision to prioritize enhanced crossings with supplemental lighting for both our near-term construction project on 122nd Ave in 2020 and this grant proposal for 2022-2024.

A summary of community feedback during our Spring - Summer 2018 outreach can be found in the 122nd Ave Plan - Community Survey #1 Report (September 2018) on the webpage here: <https://www.portlandoregon.gov/transportation/article/697397>

A summary of community feedback during our Fall 2018-Winter 2019 outreach can be found in the 122nd Ave Plan - Community Survey #2 Report (February 2019) on the webpage here: <https://www.portlandoregon.gov/transportation/article/726337>

21. Which community partners are involved?

During the public engagement process for developing the 122nd Avenue Plan, PBOT has engaged many residents along the 122nd Ave corridor, business owners and representatives from citywide advocacy organizations. Given the diversity along the corridor, we did targeted outreach to youth and immigrant communities with language-based engagement. During the Spring and Summer of 2018, PBOT worked with Community Engagement Liaisons (CEs) to survey people from Russian, Spanish, Vietnamese, Tongan and African communities to gain input on the 122nd Avenue Plan.

Throughout the fall and winter, PBOT presented to and received input from various business and neighborhood associations, community advocacy groups and local transportation committees, including:

1. Gateway Business Association, November 8, 2018
2. Youth Environmental Justice Alliance (YEJA) – OPAL, November 12, 2018
3. Parkrose Business Association, November 15, 2018
4. Mill Park Neighborhood Association, November 26, 2018
5. East Portland Land Use and Transportation Committee, December 12, 2018
6. East Portland Chamber of Commerce town hall meeting, January 16, 2019
7. Portland Freight Committee (PBOT modal advisory committee), February 7, 2019
8. Portland Bicycle Advisory Committee (PBOT modal advisory committee), February 12, 2019

9. Midway Business Association, February 12, 2019
10. Portland Pedestrian Advisory Committee (PBOT modal advisory committee), June 18, 2019.

Representatives from the following groups attended one or more of our Sounding Board meetings hosted by PBOT in the 122nd Ave corridor:

1. East Portland Action Plan
2. Division Midway Alliance
3. Parkrose Neighborhood Association
4. Hazelwood Neighborhood Association
5. Parkrose School District
6. David Douglas School District
7. Rossi Farms
8. Oregon Walks
9. Street Trust
10. Mercy Corps
11. Portland Bus Lane Project

22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.

PBOT staff has received community support for increasing the number of enhanced crossings along 122nd Ave from many individuals and organizations along the corridor. Given this support, PBOT has decided to seek funding for more enhanced crossings through the current RFF grant cycle in advance of adopting the 122nd Avenue Plan. PBOT continues to deliberate changes to the street cross-section, re-allocation of space in the right-of-way and refinement to the other multimodal improvements along 122nd Ave. Final recommendations and completion of the plan is anticipated in late 2019. City Council supports submitting this grant application as demonstrated in the attached Resolution adopted by City Council. The City of Portland does not want to delay additional investment in safety, access and transit along 122nd Ave.

Planning with an equity lens is a major focus of the planning process. Many decisions were guided by equity, starting with the decision to focus on 122nd Ave and prioritize it for investments to improve safety, access and transit. We included an equity criterion to help evaluate and prioritize investments to be recommended in the 122nd Avenue Plan. The equity criterion is to “improve travel access and conditions for people of color, low income households and households with limited English proficiency.” This criterion helped inform which crossing locations are prioritized for the 2020 project programmed for 122nd Ave and which locations are prioritized in this grant proposal. The top three crossing locations, NE Beech, NE Broadway/Hancock, and NE Wasco/Multnomah will serve census tracts with higher concentrations of people of color, households with lower income and households with limited English Proficiency. These crossing locations will also serve many people who live in nearby apartment complexes. Our Equity goals and Racial Equity plan helped shape our stakeholder engagement process to better reach people historically under-represented and under-served in our community.

Here are some key elements of our stakeholder engagement process:

A series of 3-4 ‘Community Sounding Board’ meetings with representatives from multiple community stakeholder interests coming together to provide input at key milestones and

decision points.

Public open houses: Present materials to the public and seek feedback at key milestones and decision points. PBOT staff will host or partner with others to host open houses.

Targeted language-based outreach in under-represented communities along 122nd Ave with the Community Engagement Liaison (CELS) program.

Tabling at local events

Presentations to community organizations

Surveys

Website - [www.portlandoregon.gov/transportation/122ndAve](http://www.portlandoregon.gov/transportation/122ndAve)

Video - <https://youtu.be/14ro44eiqmM>

Email updates and social media.

PBOT gathered input from the community through surveys in the spring and summer of 2018 to help shape development of the 122nd Ave plan. Over 1,000 people participated in Survey #1. Survey results were gathered from a mix of in-person, online, and targeted language-based community outreach efforts. Initial paper-based survey work began in May 2018 at the East Portland Open House held at the Midland Library located near the intersection of 122nd Ave and SE Stark St. Between June and early July 2018, PBOT worked with Community Engagement Liaisons (CELS) to survey people from Russian, Spanish, Vietnamese, Tongan and African communities to gain input on the 122nd Avenue Plan. Translated project factsheets and surveys were distributed to community groups and at community events and meetings to gather input from a diverse range of stakeholders. In addition to collecting individual survey responses, the CEL Liaison from each community provided a summary report on what they heard from community members. These summaries are provided at the end of this report. PBOT conducted an online survey from July 18 to August 15, 2018 via the 122nd Ave Plan website. The online survey was provided in six different languages (English, Spanish, Vietnamese, Russian, Tongan, and Somali). Invitations to take the survey were shared via email through various distribution lists. Recipients were encouraged to help broadcast the survey through their networks.

A summary of community feedback during our Spring - Summer 2018 outreach can be found in the 122nd Ave Plan - Community Survey #1 Report (September 2018) on the webpage here:

<https://www.portlandoregon.gov/transportation/article/697397>

From fall 2018 to winter 2019, PBOT went out to the community with a suite of proposed improvements for implementation or further study. They kicked off engagement efforts with a project open house on November 7th, which drew nearly 100 people.

To solicit additional feedback, project team members created a survey that could be responded to online or at in-person events. Over 450 people participated in Survey #2. Through this survey, PBOT staff hoped to gain a sense of the priorities and preferences of those who use 122nd Avenue. The planning team also wanted to know if there were any potential alternatives they should consider.

Prior to the open house and releasing the survey, the planning team brought the proposed improvements to the project's Sounding Board group to hear members' thoughts on the concepts and how to best present them to the public. The survey was designed to hear from those who live, work or travel on or near 122nd Avenue. It was offered in-person at events and was also available online on PBOT's web page from December 7, 2018 to January 20, 2019,

accompanied by supplemental information materials to reflect the in-person open house. The online version offered the ability to take the survey in six different languages: English, Spanish, Vietnamese, Russian, Somali and Tongan. In each format, the survey questions were the same. The online survey was promoted through email newsletters to all stakeholders who signed up to be on the email list. The team also promoted the survey through targeted outreach to neighborhood and business associations, community groups and social media. Flyers were distributed at community meetings and events. Recipients were encouraged to share the opportunity to take the survey with fellow community members and affiliates. Throughout the fall and winter, PBOT presented to and received input from various business and neighborhood associations, community advocacy groups and local transportation committees, including:

1. Gateway Business Association, November 8, 2018
2. Youth Environmental Justice Alliance (YEJA) – OPAL, November 12, 2018
3. Parkrose Business Association, November 15, 2018
4. Mill Park Neighborhood Association, November 26, 2018
5. East Portland Land Use and Transportation Committee, December 12, 2018
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9. Midway Business Association, February 12, 2019
10. Portland Pedestrian Advisory Committee (PBOT modal advisory committee), June 18, 2019

A summary of community feedback during our Fall 2018-Winter 2019 outreach can be found in the 122nd Ave Plan - Community Survey #2 Report (February 2019) on the webpage here: <https://www.portlandoregon.gov/transportation/article/726337>

#### Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?

TriMet has been briefed on this project and is generally supportive. They will coordinate with PBOT on project design and construction if the project is funded. PBOT has agreed to include in project design and construction the costs associated with necessary transit stop improvements.

24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland.

This project does not impact other agency facilities.

25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?

Utilities in the City of Portland located within the right of way are subject to the franchise agreements which require the utility to move at their own expense on a timeline dictated by the project. The City of Portland has an established utility relocation process to notify utilities of

relocation requirements. City owned utilities will be relocated during the utility phase through an agreement with the ODOT Utilities section.

26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.)

PBOT has full design control over this project.

#### PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?  Yes  No

28. Are there any anticipated risks for the following:

a. Right of way (ROW)

i. Are ROW acquisition costs included in the cost estimate? No right-of-way acquisition is anticipated. Right of way costs are not included.

ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? Yes.

b. Utility Relocation

i. Are utility relocation costs included in the cost estimate? Utility relocation costs for eligible utilities are included in the cost estimate.

c. Stormwater considerations

i. Water quantity Preliminary costs for stormwater disposal and treatment are included in the estimate.

ii. Water quality Preliminary costs for stormwater disposal and treatment are included in the estimate.

d. Environmental and Permitting

i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? All projects are likely to meet the requirements for a Categorical Exclusion, documentation will be prepared during project design.

e. Schedule

2021- 2022: Project Development

2022: Preliminary Design and Final Design

2023: Right-of-Way (if needed)

2024: Construction

- f. Budget We have included large contingencies at several levels in the cost estimate.
- g. Staff availability
  - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. The agency has a robust project management staff with extensive experience managing federally funded capital projects.

## PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety.

The NE 122nd Ave Multimodal Safety and Access Improvement Project includes enhanced and marked crossings that will improve safety and access for people to cross 122nd Ave while walking, biking and scooting. The marked crossings will help meet the City's new marked crosswalk spacing guidelines from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts.

PBOT proposes to build three new marked crossings through this project, possibly four if we have savings from the other three. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals. More frequent crossing with these treatments will increase crossing safety by providing better visibility of people crossing while walking, biking and scooting and increasing driver awareness and expectation that people are crossing the street.

Between 2012 and 2016, 7 crashes occurred at unsignalized intersections along 122nd Ave. All of them involved pedestrians crossing 122nd (not the side streets). 1 was in a marked crosswalk with PHB, 4 were in unmarked crosswalks, and 2 were not in a legal crosswalk. One of these crashes was at NE Wasco, one of the locations proposed in this project.

Increasing the number of enhanced crossing options could help mitigate some of these. In Between Intersections and Marked Crosswalks along 122nd Ave: 8 crashes occurred where a pedestrian was illegally in the roadway (not crossing at a marked or legal crosswalk). These were not concentrated at any specific location. Increasing the number of improved crossings and reducing the spacing between improved crossings could mitigate for this type of crash.

30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply)

PBOT proposes to build three new marked crossings through this project, possibly four if we have savings from the other three. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals. More frequent crossing with these treatments will reduce conflicts between modes and increase crossing safety by providing better visibility of people crossing while walking, biking and scooting and increasing driver awareness and expectation that people are crossing the street.

This project will include the following measures from the Appendix C design checklist: Currently, people walking, biking and scooting experience long gaps between protected crossings. Therefore, people often need to wait long periods of time for a gap in traffic or attempt to run across the street if they can do so. This is not an option for many people with disabilities, small children and seniors. People often need to take risks to cross the street and have conflicts with drivers, near misses and unfortunately there have been many crashes with motorists resulting in serious injury.

The enhanced and marked crossings in this project will mitigate conflicts for active transportation. They will provide pedestrians and cyclists more frequent and protected opportunities to cross 122nd Ave. Providing a signalized crossing or other active and enhanced crossing treatments will provide indication to drivers that someone is trying to cross and that they must stop. This will give pedestrians, cyclists and scooters a protected crossing. These crossing treatments will create more frequent gaps in traffic to allow people walking, biking and scooting to cross the street. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals.

This project will include the following measures from the Appendix C design checklist:

Remove obstructions from the primary pedestrian-way or add missing curb ramps

Add enhanced pedestrian crossing(s) at appropriate locations

Add crosswalk at transit stop

Narrowed travel lanes (reduces pedestrian crossing distance)

Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)

Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal

Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk

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

Transit priority treatments (e.g. queue jumps, transit signal priority)

Move transit stop to far side of signal

Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? See question 48.

32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes?

PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. These markings will be included in the enhanced crossing locations whether they are built with Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons, half signals or full signals. If the treatment type is a full signal, PBOT will evaluate including Leading Pedestrian Intervals in the signal phasing to allow pedestrian to start crossing before right turning vehicles. This increases pedestrian priority, visibility and safety. PBOT will evaluate including side street detection for pedestrians and autos and add protected left turns where feasible to reduce conflicts.

## PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

### Affordability/Equity

33. Is the project in an Equity Focus Area?  Yes  No Please indicate which Focus Area.

People of Color and/or Limited English Proficiency

34. List the community places, affordable housing, and Title 1 schools within ¼ mile of project.

Masjid Omar Farooq, Emergency Tooth Doctor East, Portland Health and Rehabilitation Center, Family of Grace Church, Crossroads Church, The Hazelwood Retirement Community, Gentle Dental Glisan Station, Prestige Care and Rehabilitation of Menlo Park, Walgreens, Masjid An-

Noor, U.S. Bank, Adventist Health Medical Group, Wells Fargo Bank, WinCo Foods, Merrifield City Park, Srimangala Buddhist Monastery, Grace Bible Fellowship, Rossi Farms, NE 122nd & Shaver Post Office, Sears Outlet, Columbia Bank, Parkrose High School, Parkrose Middle School, Russell Elementary School, Sacramento Elementary School

35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project?

- Low-Income Population: 46968 (PBOT Equity Matrix, nearby areas scoring 4 or 5 with annual household incomes < 54,000)
- Households with Limited-English Proficiency: 1951 (per PBOT Equity Matrix)
- Non-White Population: 14277 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)
- Senior Population: 9366; Youth Population: 13185 (2017 ACS, per census blocks within 1 mile of the project area)
- Persons with Disabilities: 12496 (2017 ACS, per census tracts within 1 mile of the project area)

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project?

These communities experience barriers crossing the street along 122nd Ave to safely and conveniently reach their destinations, whether that be work, school, transit, medical care, grocery stores, social services, or to meet their daily needs.

37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects?

The City of Portland's Certification Agreement stipulates that all projects follow the requirements of the ODOT Office of Civil rights for federally funded projects.

#### Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)?

Fatal Crashes: 0. Injurious Crashes: 143. (Per ODOT 2012-2016 Crash Data)

39. How does the project aim to reduce the number of fatal or serious injury crashes?

The NE 122nd Ave Multimodal Safety and Access Improvement Project includes enhanced and marked crossings that will improve safety and access for people to cross 122nd Ave while walking, biking and scooting. The marked crossings will help meet the City's new marked crosswalk spacing guidelines from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City

Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts.

PBOT proposes to build three new marked crossings through this project, possibly four if we have savings from the other three. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals. More frequent crossing with these treatments will increase crossing safety by providing better visibility of people crossing while walking, biking and scooting and increasing driver awareness and expectation that people are crossing the street.

40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply)

Currently, people walking, biking and scooting experience long gaps between protected crossings. Therefore, people often need to wait long periods of time for a gap in traffic or attempt to run across the street if they can do so. This is not an option for many people with disabilities, small children and seniors. People often need to take risks to cross the street and have conflicts with drivers, near misses and unfortunately there have been many crashes with motorists resulting in serious injury.

The enhanced and marked crossings in this project will mitigate conflicts for active transportation. They will provide pedestrians and cyclists more frequent and protected opportunities to cross 122nd Ave. Providing a signalized crossing or other active and enhanced crossing treatments will provide indication to drivers that someone is trying to cross and that they must stop. This will give pedestrians, cyclists and scooters a protected crossing. These crossing treatments will create more frequent gaps in traffic to allow people walking, biking and scooting to cross the street. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. Each crossing location will include supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments. PBOT standards for marked crosswalks now include high visibility continental (zebra) crosswalk markings to increase visibility of the crosswalk and alert drivers to expect pedestrians. We assumed a full signal crossing treatment, the highest level of crossing treatment, to be conservative in our cost estimate and avoid cost-escalation risks. They could potentially be an active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals.

This project will include the following measures from the Appendix C design checklist:

- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations

- ☑ Add crosswalk at transit stop
- ☑ Narrowed travel lanes (reduces pedestrian crossing distance)
- ☑ Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- ☑ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ☑ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ☑ Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals.
- ☑ Transit priority treatments (e.g. queue jumps, transit signal priority)
- ☑ Move transit stop to far side of signal.
- ☑ Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)

### System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved?

This project will address crossing gaps in the walking and biking network. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing from PedPDX, Portland's Citywide Pedestrian Plan, adopted by City Council in June 2019. The guidelines are enhanced crossings generally every 800 feet, or every 530 feet in pedestrian districts. PBOT proposes to build three new crossings through this project, possibly four if we have savings from the other three. They will help meet the City's new marked crosswalk spacing guidelines and fill these crossing deficiencies and provide local access across 122nd Ave and to key destinations.

Enhanced and marked crossing locations:

- NE Beech or vicinity to the north connecting to Luuwit Park, TriMet bus stops, BeginRight Employment Services, and future redevelopment of Rossi, Giusto and Garre Farms comprising the Parkrose- Argay Development site (30 acres of commercial and multi-family residential land). Currently, there is a 1330 feet distance between existing signals or the next enhanced and marked crosswalks.
- NE Broadway/ NE Hancock vicinity connecting to San Rafael Shopping Center and Winco Foods, and TriMet bus stops. Currently, there is a 1335 feet distance between existing signals or the next enhanced and marked crosswalks.
- NE Wasco/ NE Multnomah or vicinity connecting to TriMet bus stops, Adventist Urgent Care, Highlander Apartments and other apartments. Currently, there is a 1150 feet distance between existing signals or the next enhanced and marked crosswalks.

A potential fourth location:

- NE Sacramento/ NE Brazee vicinity connecting to TriMet bus stops, Sacramento Elementary School, Portland Christian Schools, Merrifield City Park, Knott City Park. Currently, there is a 1480 feet distance between existing signals or the next enhanced and marked crosswalks at street level. However, there is an existing pedestrian bridge at NE Brazee.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?

This project will address real and perceived safety issues with crossing 122nd Ave. Many people report they do not walk or bike on 122nd Ave or limit doing so because it does not feel safe or it is very stressful. The project will increase lighting at each crossing to improve visibility for safety and personal security improvements. The project will also rebuild corners with ADA compliant curb ramps or add curb ramps to provide better access for people with disabilities, seniors, people using mobility devices, parents pushing children in strollers, people using rolling carts to transport groceries people biking on the sidewalk, particularly young children and other rolling movement that happens on sidewalks.

#### Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability?

A higher level of crossing treatment, including new signals, half signals or pedestrian hybrid beacons can be coordinated with nearby signal and accommodate Transit Signal Priority. These treatment types are favored to better accommodate transit to reduce transit delay and improve transit reliability.

44. How does the project improve connections to transit and employment or residential sites/areas?

This project will provide crossing connections to existing bus stops at all four proposed crossing locations in this application. PBOT will coordinate with TriMet on bus stop placement in relation to the new enhanced crossings, with a preference of locating stops far side of the crossing.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)?

Many people report they do not walk or bike on 122nd Ave or limit doing so because it does not feel safe or it is very stressful. This project will help reverse these conditions by providing more frequent protected and enhanced crossings of 122nd Ave. This project will help reduce vehicle trips or VMT by making walking, biking, scooting and accessing transit safer, more convenient and more comfortable, and therefore more attractive alternatives to driving. The more attractive these modes are the more likely people will choose them on a regular basis instead of driving.

The benefits of this project will be combined with the safety, access and transit benefits PBOT has recently built and more programmed for 2020 with \$3.3 million of Fixing Our Streets Funds and other sources. PBOT will continue to seek additional funding for improvements along 122nd Ave to make it a more complete street and Civic Corridor as envisioned in the Portland Comprehensive Plan. These incremental improvements, along with safety and multi-modal improvement on multiple streets throughout East Portland will have a cumulative effect of removing barriers and improving a network of walking, biking, scooting and transit routes. This will start to make a more significant mode shift possible and reduce VMT.

46. How does the project reduce the need for throughway expansion?

The more people choose to walk, bike, scoot and take transit, the less they will drive. This relieves demand for motor vehicle space on city streets and freeways. This reduced demand will help manage congestion and reduce the need for throughway expansion.

#### Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact.

PBOT endeavors to limit and mitigate the environmental impact of all our projects. Measures we take include erosion control plans, control of discharge, responsible excess materials disposal, limited footprint of construction staging, powering down vehicles and equipment when not in use, use of warm mix instead of hot mix, compliance with forestry requirements, traffic control plans to reduce air quality impact from congestion, enforcement of permit requirements, dust control, noise prohibitions, and electronic submittals and payment processing of contractor submittals. The project will also reduce greenhouse gas emissions by encouraging people to walk and ride public transit for more trips.

48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?

Street trees are included in the project to conform to the Portland Tree Code, or in some cases where trees are infeasible the City may pay a fee to plant trees in other areas. Bioswales are included to manage stormwater in cases where the Bureau of Environment Services finds that they would provide a clear benefit to the stormwater system.

#### Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement?

NE 122nd Ave is a freight route and classified as a Major Truck Street in the Portland TSP. It connects to a Freight District north of Sandy Blvd and connects to the I-84 Freeway. The more people choose to walk, bike, scoot and take transit, the less they will drive. This relieves demand for motor vehicle space on city streets and freeways. This helps management congestion and free up space for freight.

50. Is this project on a "Reduction Review Route" (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry?

Not on a Reduction Review Route, per ODOT TransGIS.

51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay?

NE 122nd Ave is a freight route and classified as a Major Truck Street in the Portland TSP. It connects to a Freight District north of Sandy Blvd and connects to the I-84 Freeway. This project can help minimize additional delay by including crossing treatments that include new signals, half signals or pedestrian hybrid beacons that can be coordinated with nearby signal and accommodate ITS technology TSMO strategies. These treatment types are favored to minimize

delay to freight. In addition, the more people choose to walk, bike, scoot and take transit, the less they will drive. This relieves demand for motor vehicle space on city streets and freeways. This helps management congestion and free up space for freight.

#### Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?

This project serves the NE 122nd Ave. corridor, including the Hazelwood, Russell, and Parkrose neighborhoods.

#### Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 243
- Clean Tech Jobs: 519
- Computer & Electronics Jobs: 50
- Health Science & Technology Jobs: 51
- Metals & Machinery Jobs: 328
- Software & Media Jobs: 261
- Total: 1452

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.

The project supports 519 Clean Tech jobs.

#### Project Leverage

54. How does this project leverage other funding sources?

This project leverages local funding sources include system development charges and general transportation revenue to provide the local match.

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain.

Yes, in the case that RFFA funds are used for project development, this funding will advance these projects to the point where they would be more competitive for state and federal funding opportunities.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies?

This project can help advance many Transportation Systems Management and Operations (TSMO) goals and strategies. This project will add new crossing treatments that will include new

signals, half signals or pedestrian hybrid beacons. These projects will include new signal controllers. New controllers and upgraded detection makes the signals capable of more sophisticated signal timing plans, such as time of day plans, special event plans, emergency plans, demand-responsive timing, etc. Modern communication also means the signals can be monitored controlled and updated remotely when incidents occur rather than having to go out into the field to reprogram the controller if something needs to be changed. These upgrades also make the signals ready for next-generation transit signal priority as well as truck priority systems. There is added benefit that whenever we significantly change a roadway with adding more signals, we would typically re-time the signals along the corridor. Every time we do this, it's an opportunity to adjust the timing for current conditions, achieve better platooning and traffic flow at more continuous and safer speeds.

57. Is this project on the Regional Emergency Transportation Network? Will this project help improve resiliency of the transportation network? If so, describe how.

The entirety of this project is on the Regional Emergency Transportation Network. This project will improve resiliency by helping to make walking, biking, scooting and accessing transit safer, more convenient and more comfortable, and therefore more attractive alternatives to driving. The less reliant we are on driving motor vehicles, the more resilient we become. In addition, increasing safety on 122nd Ave will help to reduce the number of crashes, thus reducing emergency incident response demand.

#### PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?

Conceptual: These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.

Planning level: These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).

Engineering level: These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?

Planning

Alternatives Identification and Evaluation

Preliminary Design

Final Design

60. What year was the cost estimate created? Does it include any escalation factors and to what year?

The cost estimate was created in 2019 and is signed by a senior civil engineer. The estimate includes five years of construction and personnel escalation, and large contingencies for unexpected increases in costs.

61. To what extent were the following considered during cost estimating? All impacts are included in estimate if necessary at a planning level.

- a. Right of way (ROW) Included
- b. Utility relocation or underground Only included for city owned utilities
- c. Stormwater considerations included
- d. Environmental mitigation strategies included if necessary
- e. Bridge, railroad, or major facility impacts included if necessary
- f. Retaining walls included if necessary, planning level
- g. Clearing and grading included as lump sum percentage
- h. Removal of current pavement or facilities included using preliminary quantities
- i. Signing and pavement markings included using preliminary quantities
- j. Sidewalk and street furniture Included using preliminary quantities
- k. Street trees, landscaping, irrigation Included using preliminary quantities
- l. Mobilization, staging, and traffic control Including using lump sum.
- m. Staff availability or need for outside services included

62. Please attach your cost estimate. Verify that it includes the following items:

- a. Unit cost assumptions. See attached.
- b. Contingency assumptions. See attached.

