

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. 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
2. Contact info: Name, phone #, email Mark Lear, 503-823-7604, Mark.Lear@portlandoregon.gov
3. Funding category (check one): Active Transportation Freight Both
4. Project name. N Willamette Blvd Active Transportation Corridor
5. Describe the project purpose. What problems or issues is the project intended to address?

This project will provide a major low-stress bikeway connection from the rapidly-growing St Johns Town Center to living-wage jobs, educational institutions, and other destinations both along the route and in nearby areas like Swan Island and the Central City. It will also improve transit operations and access to transit by providing pedestrian crossings and improved bus stops, giving people multiple options for modes of travel. The project was prioritized in both the Bicycle Plan for 2030 and the Regional Active Transportation Plan because it is the only route in

North Portland that provides a direct, convenient, and scenic connection from St Johns to the rest of the City and Region. It will build on recent and upcoming bikeway investments on N Rosa Parks Way, the segment of N Willamette Blvd south and east of Rosa Parks, and N Greeley Ave.

An improved N Willamette Blvd corridor can serve as an active transportation “super-highway” and help function as a primary route to connect future walking and biking connections in North Portland. By improving biking and access to transit for people in the fast-growing North Portland quadrant, we will give residents and employees the ability to choose travel options beyond single occupancy vehicles. Because St Johns is relatively far from the Central City and is geographically isolated, with only one bridge over the Willamette River that is an ODOT highway, and only a few routes for travel along the peninsula, most people will continue to choose single-occupancy driving as their main commute mode unless we provide a fast, safe, comfortable, and convenient active transportation and transit corridor that is a good alternative.

While a portion of N Willamette Blvd already has bike lanes, they are narrow and unprotected, adjacent to both parked cars and fast-moving traffic, and disappear well before reaching St Johns Town Center. N Willamette Blvd also has very few pedestrian crossings, with some of the longest gaps on a collector street in the entire City of Portland, and it lacks accessible bus stops on the south side of the bluff above Swan Island. This project will address these issues by extending, widening, and adding protection to the bike lanes, adding pedestrian crossings along the corridor to serve bus stops, and providing accessible bus stops along the bluff.

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 #? 11842
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): N Willamette Blvd is not shown as an all-mode Regional High Injury Corridor. However, Lombard St is an all-mode Regional High Injury Corridor that runs closely parallel to Willamette Blvd. The proposed project would provide a safe and comfortable alternative to biking on Lombard.

Bicycle: Regional Bikeway

Pedestrian: Pedestrian Parkway

Freight

Transit: Frequent Bus

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

N Willamette Blvd from N Rosa Parks Ave to N Richmond Ave. Includes corridor bikeway improvements along N Willamette Blvd, as well as intersection improvements (crossings, bus stop improvements, etc) at: Rosa Parks, Liberty/Oatman, Bryant/Wabash, Chautauqua, Woolsey, Harvard/Olin, Wall, Macrum, Alma, Tyler, Mohawk, and Richmond.

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

The project is not on a City of Portland High Crash Network street, so it is not included in the Vision Zero project list. However, it does provide a safer parallel alternative to N Lombard St, which is a High Crash Network street.

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 \$6,106,000. Local match in the amount of \$1,650,000 will be provided by system development charge revenue and other discretionary local funding sources. The local match funding is Certain. The RFFA grant request is for the remaining \$4,456,000.

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.

Early 2022—Alternatives Identification and Evaluation; Late 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 has undergone enough project development to have a signed engineer cost estimate and a defined scope. However, we anticipate the need for a short Alternatives Identification and Evaluation phase to verify the scope prior to starting Preliminary Engineering, particularly in regard to the bicycle facility design along the bluff above Swan Island. We will need to perform geotechnical analysis to determine the feasible width of the bicycle facility. This will inform a decision about whether

the south-side facility would be bi-directional or not. For this cost estimate, we have conservatively estimated a wider bi-directional facility on the south side from Rosa Parks to the Waud Bluff Trail in addition to the westbound facility on the north side.

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?

In 2018, a group of Portland State University students in the Master of Urban and Regional Planning (MURP) program worked with the community to develop North PDX Connected: A Community Based Active Transportation Plan for N Willamette Blvd. This was a robust planning effort that led to a community consensus around a vision for N Willamette Blvd, and it included a number of potential design concepts for how to improve walking, biking, and transit along this corridor. Since then, PBOT has advanced the project through the project development stage, considering multiple alternatives before selecting a preferred design concept (drawn in CAD) that meets the goals of the project within a reasonable budget. We have developed a signed engineer's cost estimate that has undergone internal vetting and represents reasonable project assumptions. The MURP report is available in PDF format, and the design concept drawings are available in MicroStation format.

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?

No, the project would be constructed entirely within public right-of-way, either in the roadway or directly adjacent to it, and would not require permitting or impact any of the above categories of land. The only potential investigation that will be needed is archaeological investigation along the bluff, but this is unlikely to discover anything as the scope of improvements involves digging to a very shallow depth.

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

Environmental permitting for this project is unlikely as there are no anticipated impacts to an environmental resource area.

Community Support

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

This project addresses numerous needs expressed by community members over the course of many years. This includes feedback given to PBOT during past planning efforts and through our safety hotline, as well as feedback given to the student group that developed North PDX Connected in 2018.

One need is for safe and comfortable low-stress bicycle facilities for all ages and abilities along N Willamette Blvd. Because the street network is disrupted by the North Portland Railroad Cut and Columbia Park, and because Lombard St is a state highway with no bike facilities for most of its length, there is no good alternative to N Willamette Blvd for bicycle travel along the length of the peninsula. While N Willamette Blvd has bike lanes from Rosa Parks to Alma, they are mostly narrow lanes without buffers alongside fast-moving traffic taking advantage of the lack of traffic signals along the corridor. The lanes do not have any physical protection from traffic or treatments to slow down turns across the bike lanes. Some skewed intersections along the bluff result in wide spaces that encourage fast turning movements. The bike lanes also drop at Alma, forcing people biking to ride in the travel lanes on a busy street to get the rest of the way to St Johns. This project will address this need by widening the bike lanes, adding buffers and physical protection elements, and extending them north from Alma Ave to Richmond Ave.

Another need expressed by the community is the need for pedestrian crossings at reasonable intervals, especially at bus stops, as well as a related need for reduced speeds. The City of Portland has developed new guidelines for marked pedestrian crossings that call for 800-foot minimum spacing between marked crossings, and at all bus stops. The three-mile corridor that is the subject of this grant application currently only has five marked crossings, one of which (along the bluff at N Wabash Ave) does not even connect to a sidewalk. There is an especially wide gap from Portsmouth to Richmond, a distance of 1.4 miles that includes a neighborhood business node with a coffee shop and tavern that attracts significant pedestrian activity and was the site of a fatal pedestrian crash in 2018. The proposed project will add nine new enhanced crossings and upgrade three existing ones, including pedestrian-scale lighting, making significant progress in addressing the crossing needs along the corridor. We anticipate these changes will reduce traffic speeds and speeding behavior along the corridor, and will likely give PBOT the ability to reduce the posted speed limit.

Finally, there is a need for enhanced bus stops along the bluff above Swan Island. Currently, most Line 44 bus stops along the south side of Willamette Blvd on the bluff consist of bus stop poles in the grassy area alongside the roadway, with no sidewalk, no paved area, and no crossings to access the stops. Buses also have to pull over into the bike lane and block it to serve the small number of transit riders willing to use these sub-standard bus stops. The proposed project will address this need by building transit platforms and crossings at the most-used bus stops along the bluff, with the bike lane routed up and behind the platform to eliminate conflicts between bikes and transit. PBOT will coordinate with TriMet as part of project design to verify exact stop placement and potentially consolidate the remaining stops. It is worth noting that the Line 44 is scheduled for frequency upgrades in the coming years, so ridership demand will increase and it is more important than ever to provide safe and comfortable access to these stops.

21. Which community partners are involved?

During the development of North PDX Connected (the MURP workshop project) in 2018, and moving into project development for this grant application, multiple community partners have been engaged in the process to form a vision for the N Willamette Blvd corridor. One key partner is the North Portland Transportation Partnership, the client for the workshop project, which is a coalition of advocates from throughout North Portland that is affiliated with North Portland Neighborhood Services. Other partners include the St Johns, Cathedral Park, University Park, Arbor Lodge, and Overlook Neighborhood Associations. The workshop project also conducted focused engagement with the New Columbia affordable housing development, Roosevelt High School students and parents, and other residents and businesses along the corridor.

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

Overall, this project has widespread support throughout the community because they have been engaged over several years on the future of N Willamette Blvd and there is a strong desire for a convenient, low-stress bike route from St Johns to the rest of the city, more crossings for pedestrians, improved bus stops, and overall safety improvements. There is some opposition to the project, primarily from some residents along N Willamette Blvd itself because the project is likely to remove much of the on-street parking to make room for enhanced bike lanes and transit stops. However, even this group is mixed on the project because many people living on the street have requested more crossings and lower traffic speeds, which this project will achieve. PBOT feels confident that there is enough on-street parking supply on side streets intersecting with the corridor to meet their needs and is willing to explore options for retaining some on-street parking where feasible along the street, as long as it is consistent with the goals of the project.

Agency support for the project is very high, with consensus within PBOT that this is the most important active transportation project we could pursue for the North Portland peninsula. It will help us achieve our mode split goals in an area that is geographically isolated from the rest of the city and does not have good alternatives to driving. TriMet is also generally supportive of this project since it will improve access to transit and has pledged to coordinate with us over questions of bus stop locations and design.

Equity considerations include the demographic makeup of North Portland and targeted equity outreach done by the North PDX Connected project. Many neighborhoods in North Portland score high on PBOT's equity matrix, which weights race, income, and low-English proficiency to establish communities of concern. Specifically, St Johns, Portsmouth, Kenton, and University Park all have higher than average percent people of color when compared with the rest of Portland, and Cathedral Park, University Park, and Portsmouth all have lower incomes than the Portland average. North PDX Connected outreach included focus groups with students of color at Roosevelt High School and with a group of low English proficiency Latinx parents of Roosevelt students, as well as specific outreach at the New Columbia affordable housing development.

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 directly impact any 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 design control over this project, as it is entirely located within PBOT right-of-way.

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?⁴ 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? Right of way costs are 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 We do not anticipate any issues meeting the three-year schedule, especially since we are not undertaking any major right-of-way acquisition.
- 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 primary safety issues on N Willamette Blvd are caused by high traffic speeds, few pedestrian crossings, skewed intersections, sub-standard transit stops and deficient or missing bicycle facilities. This project addresses these by adding pedestrian crossings (often including curb extensions or median islands), redesigning some skewed intersections to reduce the speed of turns, providing paved and accessible bus stops, and providing wide bike lanes with buffers and physical protection along the entire length of the project. All these elements together will not only reduce conflicts between modes, it will also reduce the severity of conflicts that do occur because traffic speeds are expected to be lower due to the number of crossings and the narrowing of the effective traffic roadway space at many locations.

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)

The following design elements are included to reduce conflicts between modes and improve safety: Adding enhanced pedestrian crossings (at Rosa Parks, Liberty/Oatman, Chautauqua, Woolsey, Harvard/Olin, Monteith, Wall, Alma, Edgewater, Tyler, and Richmond), adding missing curb ramps where needed at the new or upgraded pedestrian crossings, adding crosswalks at transit stops (most of the above locations), a raised pedestrian refuge median (at Rosa Parks and at Alma), reduced pedestrian crossing distance (most crossings), reduced corner radii (intersection redesigns at Rosa Parks, Liberty/Oatman, Chautauqua, and Harvard/Olin), curb extensions with in-lane transit boarding (along the bluff at Liberty/Oatman, Chautauqua, and Woolsey), pedestrian-scale lighting (at all new or upgraded crossings with civil improvements), way-finding (signage to significant destinations or intersecting bike routes), protected bike lanes with vertical separation (8-foot wide bike lanes with 2-foot wide traffic separators for most of the corridor, with 6-foot-wide bike lanes with 2-foot separators for the western end from Edgewater to Richmond due to narrower right-of-way), protected intersection treatments (primarily at Chautauqua, potentially other locations), bikes behind station design along the bluff (cycletrack will rise up to curb level behind transit platforms) to reduce bike/bus conflicts, transit priority treatments (in-lane stops), transit stop amenities (paved platforms along the bluff), and stormwater treatments (as required by BES).

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?

The checklist did not include mention of our preferred transit station design, in which bike lanes go behind the transit stop area. This reduces the bus/bike conflict that occurs when buses have to pull over into the bike lane and block it while boarding and alighting occurs. It also reduces pedestrian/bike conflicts by allowing pedestrians to wait for the bus and board the bus without crossing over the bike lane. This design is part of this project along the top of the bluff above Swan Island, with bus stops at Liberty/Oatman, Chautauqua, and Woolsey being upgraded from an inaccessible pole in an unpaved area to an accessible transit stop with a marked crosswalk and bikes going behind the station.

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.

The project serves areas shown in the RTP as Equity Focus Areas with overlapping “People of Color or Limited English Proficiency, and Low Income”. These areas can be found at both ends of corridor, while in the center of the corridor there is an area shown on the Equity Focus Areas map as “Low Income”. North Portland as a whole, which will benefit from this project by using

connecting routes to access Willamette Blvd, is mostly shown in the “People of Color or Low English Proficiency, and Low Income” category, the highest level of equity need on the map.

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

Columbia Park, University of Portland, Safeway, Grocery Outlet, Fred Meyer, McKenna Park, Astor Elementary School, James John Elementary School, Portsmouth Park, Willamette Cove Natural Area, Waud Bluff Trail, Pacific Medical Group, Bukas Place apartments, Schrunk Riverview Tower apartments

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?

- a. Low-Income Population: 23,532 (PBOT Equity Matrix, nearby areas scoring 4 or 5 with annual household incomes < 54,000)
- b. Households with Low-English Proficiency: 493 total households (per PBOT Equity Matrix)
- c. Non-White Population: 13,171 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)
- d. Senior Population: 4,528; Youth Population: 11,565 (2017 ACS, per census blocks within 1 mile of the project area)
- e. Persons with Disabilities: 6,974 (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?

Low-income people, people of color, people with disabilities, seniors, and youth are the most negatively impacted by the high costs of car dependency. The full monthly cost of owning and operating an automobile can add up to be as much or more as the cost of housing, so these groups are heavily affected by feeling dependent on driving to get around. By providing improved bicycle facilities that appeal to a wider range of people as well as enhanced crossings and transit stops to encourage bus ridership, we can give people a low-cost and sustainable transportation option, potentially allowing them to afford the cost of housing as transportation costs decrease. Many people in these demographic groups do not own a car because of the high cost, and they are currently left with few other options due to a lack of transit access or safe bicycle facilities. Furthermore, youth may not be able to drive because of age restrictions, and seniors and people with disabilities may not be able to drive because of physical or other health limitations. People with disabilities would have no way of accessing the bus stops along the bluff currently, and many others (seniors, youth, etc) likely do not feel safe crossing the street to access transit or riding bikes along the corridor. These issues impact the ability of low-income people and people of color to access living-wage jobs that do not require a college education, many of which are located in the Swan Island Industrial Area and Lower Albina Industrial Area. This project will address these needs for affordable transportation and access to opportunities by building safe and comfortable crossings and bikeways along the corridor to give people real options for getting around.

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)?

According to ODOT data for years 2012 to 2016, there were 0 fatal crashes and 57 serious injury crashes. However, there was a fatal pedestrian crash in 2018 that involved a car hitting a pedestrian near the Edgewater intersection. This area sees high pedestrian crossing activity due to a business node on the south side of Willamette, and the proposed project includes an enhanced crossing at that location.

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

The project will reduce the number of fatal or serious injury crashes in a number of ways. First, it will separate modes more effectively than the current design of the street, through the installation of protected bike lanes (upgrading existing bike lanes from Rosa Parks to Alma, and adding new bike lanes from Alma to Richmond) as well as paved transit platforms along the bluff above Swan Island. Second, it will add several enhanced pedestrian crossings along the corridor to fill long gaps between crossings and to serve transit stops and neighborhood businesses. By adding crossings where people are most likely to cross, we can improve yielding rates and lower traffic speeds. Third, we are proposing to redesign several skewed intersections, including Liberty/Oatman and Harvard/Olin, to reduce turning radius and reduce the risk of high-speed turning conflicts. Finally, all of these improvements combine to narrow the effective roadway for motorists and are expected to reduce traffic speeds significantly, which is an issue on Willamette due to the lack of stop signs or signals for long stretches of roadway.

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)

As discussed above, this project removes and mitigates conflicts by upgrading and extending the bike lanes with physical protection and greater width, providing paved transit platforms in front of the bike lane, providing marked and enhanced pedestrian crossings, redesigning intersections to reduce crossing distance and turning speeds, and lowering traffic speeds.

System Completion

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

N Willamette Blvd is designated in the RTP as a Regional Bikeway, one of the few bikeways connecting St Johns to the rest of North and NE Portland, as well as the Central City (via

Greeley). The closest parallel bikeways are Lombard to the north, which is an ODOT-owned state highway with only one short segment with bike lanes, and the North Portland Greenway Trail to the south, which faces major challenges to implementation and is seen as a more long-term project. That project would also have few connections to the surrounding neighborhoods, being at the bottom of the bluff. In the near-term, N Willamette Blvd is the Regional Bikeway with the most feasibility to transform into a major bike route with broad appeal, given enough investment in making it appealing to all ages and abilities. Most of the length of this project, from Rosa Parks to Alma, has bike lanes currently but they would be considered deficient, ranking as a 3 or 4 level of traffic stress, because they lack the physical protection needed on such a busy road. This project would address that deficiency. From Alma to Richmond, there are no bike lanes at all, so this project would also address a gap in the Regional Bikeway.

For pedestrians, N Willamette Blvd is designated in the RTP as a Pedestrian Parkway, the highest designation, but there are wide gaps between marked crossings across the busy road. This project will add crossings at regular intervals along the corridor to address this deficiency. There is also no sidewalk along the top of the bluff above Swan Island. Unfortunately, we have determined it is infeasible to add continuous sidewalk along the bluff due to unstable soils and steep topography, but this project will address the lack of pedestrian access to bus stops by adding crosswalks and paved bus platforms. Finally, the corridor is designated Frequent Bus in the RTP for Transit. While the Line 44 is not yet considered Frequent Service, it is planned to be upgraded to Frequent in the coming years, and this project will support that level of planned bus service with improved stops and crossings.

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

In addition to the above improvements, we will provide enhanced access to the surrounding pedestrian and bike networks by adding or upgrading crossings where the networks intersect. For example, where neighborhood greenways or planned bike lanes intersect with N Willamette Blvd, we would add a crossing at that location so people in the surrounding neighborhoods can access this protected facility. In this way N Willamette Blvd becomes the trunk line for bikes and transit, with feeder routes carrying pedestrians and bikes to it with crossings at those locations. We are also improving some key locations that community stakeholders brought up as major barriers. For example, we heard from parents and students at Roosevelt High School (a school serving a high percentage of low-income families and students of color) that many students ride the Line 44 bus, use the Alma stop on the south side of N Willamette Blvd, and have to cross the street at N Ida Avenue, a stressful intersection with a curve in the roadway and many conflict points. By providing an enhanced crossing with a median island at Alma, we will address this barrier. We also heard about the need for a crossing to serve the neighborhood business node anchored by Cathedral Coffee. As the only commercial node in that area, it attracts many people to cross N Willamette Blvd, which acts as a major barrier to accessing these businesses.

Multimodal Travel, Mode Share, and Congestion

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

The project will reduce transit delay by shifting to in-lane stops for a portion of the route along the bluff above Swan Island. This means the bus will no longer have to wait for bikes to pass before merging into the bike lane to stop, and will no longer have to wait for traffic to clear before merging back over into the travel lane.

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

The project significantly improves connections to transit and residential areas by adding enhanced crossings to transit stops. Most of the residential areas, schools, and shopping districts are located north of Willamette Blvd, and crossing the street to access transit is currently very difficult, and these crossings will improve that access. The quality of the bus stops will also be improved, with paved platforms that meet accessibility requirements. The project will also improve connections to major employment areas located primarily to the south of Willamette Blvd. Swan Island is a major industrial area, with living-wage jobs that often do not require a college degree. Major employers include Daimler Trucks North America headquarters, a major FedEx distribution center, YRC Freight, and the Shipyard Commerce Center. This project would improve access to Swan Island by connecting people with a low-stress bicycle facility to the Waud Bluff Trail and the Going Street Trail, two multi-use paths at either end of Swan Island.

The project, combined with an upcoming project on Greeley Ave, would also provide direct low-stress access to the Adidas North American Headquarters, which currently employs 1700 people and is expanding to 2800 employees in the coming years. PBOT has been working with Adidas to improve their Transportation Demand Management policies, but we also need to provide safe and comfortable active transportation access for these efforts to be successful in staving off major growth in single-occupant vehicle trips to their campus. Finally, Willamette Blvd is a portion of the major bike commute route from North Portland to Portland's Central City employment area, and is also a major transit commuter route as well using Line 44. Improving the route will increase the number of people who feel safe enough and comfortable enough to use active modes or transit to get to work in the downtown area.

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

Currently there are no low-stress active transportation options connecting many destinations in North Portland or connecting North Portland to Northeast and the City Center. Use of the line 44 is also currently difficult or impossible for many people as it includes crossing N Willamette Blvd in unmarked locations and standing on grass with no ramp to wait for the bus. Providing high quality access to transit and biking options will allow more people to replace personal vehicle trips. With the recent growth in the St Johns and Cathedral Park areas, which is expected to continue, there is a real danger that most of the people moving to the area will drive for most trips due to the lack of other options. Drivers have easy access via the St Johns Bridge and Highway 30, so without attractive biking and transit options it is expected that most people will choose to drive alone. By giving good options for travel along the Willamette Blvd corridor, we can induce mode shift for many more people than with the status quo.

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

The project reduces the need for throughway expansion by providing non-automobile options and adding overall people-moving capacity. Buses are more efficient than cars at moving people, and this project will lead to increased ridership on the Line 44 by improving access to stops as well as improving reliability. Bicycle facilities can also move many more people in a given space, and this project will encourage more people to commute by bike during peak hours rather than drive. By providing this outlet for trips from the St Johns area, this project will reduce the need to expand Highway 30 or other throughways by reducing the growth in peak-hour vehicle demand as population and employment increase.

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. In addition to these measures to reduce environmental impact, the project will reduce greenhouse gas emissions overall by encouraging greater use of non-motorized modes (walking, biking) as well as more efficient motorized modes (transit service).

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?

N Willamette Blvd is not a regional freight route and this project is not designed to address freight movement.

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?

This project is not on a Reduction Review Route and is not a Regional or City freight route.

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?

There is no significant truck traffic on N Willamette Blvd, and it is not a freight route, so this project does not address freight movement.

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 Swan Island Industrial Area (via Waud Bluff Trail or Going St Path) and the Adidas campus (via Greeley), two areas that together comprise a major traded sector employment area with a high number of well-paying industrial and design jobs. It also serves retail/service jobs in the Overlook, Arbor Lodge, University Park, Cathedral Park, and St. Johns neighborhoods, as well as education-related jobs at the University of Portland and multiple Portland Public School sites nearby. According to the Economic Value Atlas, the Swan Island Industrial District has 52 Athletic & Outdoor jobs, 217 Clean Tech jobs, 10 Computer & Electronics jobs, and 1763 Metals & Machinery jobs. The Adidas campus on N Greeley Ave just south of Willamette Blvd does not appear to be reflected in the Economic Value Atlas, but according to a recent Oregonian article it has 1700 Athletic & Outdoor jobs currently and is growing to 2800 jobs in the coming years as they expand the campus. Outside of Swan Island and Adidas, there are other traded sector jobs along the corridor. In the largely-residential census tracts along the corridor north and west of Swan Island, there are still 4 Athletic & Outdoor jobs, 68 Clean Tech jobs, 7 Health Science & Technology jobs, 3 Metals & Machinery jobs, and 26 Software & Media jobs.

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

Swan Island contains a number of innovative companies working to reduce carbon emissions, most notably Daimler Trucks, which is developing electric and autonomous trucks to make goods movement more efficient and sustainable. Daimler has done a great job of encouraging employees to commute by bike or transit, and more of their employees would do so if they had improved access from Willamette Blvd, which connects to the Waud Bluff Trail to Swan Island as well as the path along Going St (via Greeley or Concord). Swan Island has 217 Clean Tech jobs, and the rest of the Willamette corridor has 68 Clean Tech jobs that will be supported by this project.

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. It also connects to several recent and upcoming projects, including protected bikeway on Rosa Parks, neighborhood greenway on the segment of N Willamette Blvd south of Rosa Parks to Interstate, the upcoming Adidas-funded cycle-track along their N Greeley Ave frontage, and a City-funded multi-use path from Going to Interstate.

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 does not include any TSMO elements, other than basic wayfinding.

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

This project is not on the Regional Emergency Transportation Network, and does not include elements specifically designed to address resiliency. That said, a high-quality bike network is recognized as being a key part of any recovery from a natural disaster, as fuel supplies will be limited and many roads will be impassable.

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.

SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager	<u><i>[Signature]</i></u>
Engineering	<u><i>Ea B. Hentsinger</i></u>
Right of Way	<u><i>Ea B. Hentsinger</i></u>
Environmental	<u><i>Ea B. Hentsinger</i></u>

Other agency signatures (as required):

ODOT Highway	_____
ODOT Rail	_____
TriMet	<u><i>Kerry Agos-Palenuk, Director, Planning & Policy</i></u>
SMART	_____
Utilities	_____

Railroads	_____
Other (please indicate)	_____