

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

[Signature]

Engineering

Ea B. Hunter

Right of Way

Gea B. Dunsinger

Environmental

Ea B. Hunter

Other agency signatures (as required):

ODOT Highway

ODOT Rail

TriMet

Kerry Ayres-Palenuk, Director, Planning & Policy

SMART

Utilities

Railroads

Other (please indicate)

A: N Willamette Blvd

Active Transportation Corridor



Project context and background

This project is needed to provide a major low-stress bikeway connection from the rapidly-growing St Johns Town Center to jobs, educational institutions, and other major transportation investments in the City of Portland.

This project was prioritized in the 2030 Bicycle Plan and builds on recent and upcoming improvements on Rosa Parks, Willamette, and Greeley east of the project area. North Portland is growing and residents need safe, comfortable and clearly defined travel options. An improved Willamette can serve as an active transportation 'super-highway' and help function as a primary route to connect future investments in walking and biking. By improving biking and access to transit for people in North Portland, we will give more residents the ability to choose travel options beyond single occupancy vehicles.

Project Details

The signature element of this project is a proposed world class cycle track on N Willamette between N Rosa Parks Way and the University of Portland campus. This investment would also include improved transit amenities and enhanced pedestrian crossings. From the University of Portland campus, an enhanced bikeway is envisioned connecting to the St Johns Town Center. A complementary locally funded project, would extend the connection further into the peninsula, making a low-stress connection to Pier Park.

Project Cost Estimate: \$6,106,000

Local Match: \$1,650,000; RFFA Grant Request: \$4,456,000

FOR MORE INFORMATION

Zef Wagner

Portland Bureau of Transportation - Transportation Planner
zef.wagner@portlandoregon.gov | 503.823.7164

Project Estimate Report: Development Phase

for

Willamette Blvd Active Transportation Corridor

June, 2019

Requested by: Zef Wagner

Prepared by: Tim Bowers

Location: N Willamette Blvd from Rosa Parks to Richmond Ave

Description: Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Intersection improvements to enhance pedestrian safety and transit access along the corridor.

Current Cross-Section:

Rosa Parks to Woolsey: 6' bike; 2' buffer; 10' travel; 10' travel; 2'buffer; 5' bike; 5' ped
Woolsey to Harvard: 8' parking; 6' bike; 10' travel; 10' travel; 6' bike
Harvard to Ida: 8' parking; 6' bike; 10' travel; 10' travel; 6' bike
Ida to Alma: 4.5' bike; 10.5' travel; 12.5' left turn; 11.5' travel; 5' bike
Alma to Richmond: 8' parking lane; 12' travel; 12' travel; 8' parking

Proposed Cross-Section:

Rosa Parks to Harvard: 6' bike; 3' buffer; 10' travel; 10' travel; 3' buffer; 10' MUP
Harvard to Ida: 6' bike; 2' buffer; 11' travel; 11' travel; 2' buffer; 6' bike
Ida to Alma: 5' bike; 2' buffer; 10' travel; 10' median; 10' travel; 2' buffer; 5' bike
Alma to Edgewater: 6' bike; 3' buffer; 10' travel; 10' travel; 3' buffer; 6' bike
Edgewater to Richmond: 5' bike; 3' buffer; 10' travel; 10' travel; 3' buffer; 5' bike

Issues:

- Water – Relocate 1 fire hydrant
- BES (storm, sanitary, water-quality facilities) – Connect to existing structures
- Signals and Street Lighting – pedestrian scale lighting at crossing improvements
- Environmental and Zoning – none identified
- Contaminated Media – none identified
- Right-of-Way Needs – Temporary Construction Easements
- Railroads (BNSF; UPRR; PTTR) – none identified
- Parks (landscaping and irrigation) – Connect to Waud Bluff Trail
- Other Jurisdictions (counties, schools, Port, ODOT, Tri-Met) – Tri-Met bus stop consolidation

Cost Estimate:

(Estimates greater than \$10,000 round numbers to the nearest \$1,000; for less than \$10,000 round to the nearest \$100)

Total Construction	\$2,499,000
Project Management (5%)	\$ 108,000
Design Engineering (25%)	\$538,000
Construction Management (15%)	\$323,000
Right-of-Way (Cost + 20% Contingency)	\$47,000
Overhead (80.85%)	\$783,000
Total Project Contingency	\$1,808,000

Total Project Estimate: \$ 6,106,000

Estimating Assumptions:

(Written explanation of contingencies, variations from the base unit prices and why)

- Remove all existing bike striping due to new alignments.
- Bike lane buffer to include traffic delineators with candle sticks as directed by Traffic Engineer.
- New impervious area for bike path will not trigger the Stormwater Management Manual
- Trimet to agree with bus stop consolidations and relocations.
- New peninsula curb extension to be installed at N Olin Ave. Grind and inlay included for this intersection.
- New inlets to connect to existing sewer manholes.
- The years of inflation for this project is 5 years.
- Allowance for design refinement is 20%.
- The level of confidence for this estimate is low.

Review & Approval:

<i>Jimi Joe</i>	June 12, 2019
Reviewed by Engineer of Record	Date
<i>Steve Tamm</i>	June 12, 2019
Reviewed and Approved by Engineering Services Division Manager	Date

Attachments:

- Detailed estimate spreadsheet
- Site map

CITY OF PORTLAND, OREGON
BUREAU OF TRANSPORTATION
PRELIMINARY ENGINEER'S ESTIMATE FOR PROJECTS GRATER THAN \$1M
* Date: June, 2019

By:

Tim Bowers

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF N Willamette Blvd, FROM Rosa Parks Way to Richmond

VALUES IN BLUE ARE PERCENT OF CONTRACT.

BID ITEMS

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	\$ 185,501.54	\$ 185,501.54
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1.00	\$ 55,650.46	\$ 55,650.46
24	EROSION CONTROL	0280	LS	1.00	\$ 18,550.15	\$ 18,550.15
29	SEDIMENT FENCE, UNSUPPORTED	0280	FOOT	1,350.00	\$ 4.10	\$ 5,535.00
30	INLET PROTECTION	0280	EACH	40.00	\$ 118.00	\$ 4,720.00
31	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 1,855.02	\$ 1,855.02
40	REMOVAL OF INLETS	0310	EACH	18.00	\$ 310.00	\$ 5,580.00
45	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 18,550.15	\$ 18,550.15
47	CLEARING AND GRUBBING	0320	LS	1.00	\$ 18,735.66	\$ 18,735.66
51	GENERAL EXCAVATION	0330	CUYD	1,240.00	\$ 50.00	\$ 62,000.00
85	12 INCH PIPE, HDPE ASTM F714 SDR 26 BEDDING TYPE:D, COMPLETE	0445	FOOT	660.00	\$ 152.00	\$ 100,320.00
98	CONCRETE INLETS, TYPE CG-2	0470	EACH	11.00	\$ 2,313.00	\$ 25,443.00
113	ADJUSTING BOXES	0490	EACH	3.00	\$ 382.80	\$ 1,148.40
114	CONNECTION TO EXISTING STRUCTURES	0490	EACH	19.00	\$ 1,663.00	\$ 31,597.00
117	MINOR ADJUSTMENT OF MANHOLES	0490	EACH	1.00	\$ 1,130.00	\$ 1,130.00
119	MANHOLES OVER EXISTING SEWERS	0490	EACH	1.00	\$ 4,200.00	\$ 4,200.00
141	COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP	0620	SQYD	290.00	\$ 4.50	\$ 1,305.00
148	AGGREGATE BASE, 8 INCHES THICK	0640	SQYD	1,492.00	\$ 13.10	\$ 19,545.20
153	LEVEL 3, 1/2 INCH DENSE, MWMAC MIXTURE	0744	TON	725.00	\$ 110.00	\$ 79,750.00
169	CONCRETE CURBS, STANDARD CURB	0759	FOOT	236.00	\$ 37.25	\$ 8,791.00
172	CONCRETE ISLANDS	0759	SQFT	4,000.00	\$ 25.95	\$ 103,800.00
175	CONCRETE WALKS	0759	SQFT	12,569.00	\$ 11.77	\$ 147,937.13
176	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	25,300.00	\$ 19.75	\$ 499,675.00
191	GUARDRAIL, TYPE 3	0810	FOOT	20.00	\$ 48.80	\$ 976.00
193	GUARDRAIL END PIECES, TYPE C	0810	EACH	2.00	\$ 217.50	\$ 435.00
204	PAVEMENT LINE REMOVAL	0851	FOOT	53,000.00	\$ 0.73	\$ 38,690.00
205	PAVEMENT LEGEND REMOVAL	0851	EACH	35.00	\$ 84.00	\$ 2,940.00
206	PAVEMENT BAR REMOVAL	0851	SQFT	475.00	\$ 3.00	\$ 1,425.00
209	SURFACE MOUNTED TUBULAR MARKERS	0856	EACH	225.00	\$ 85.00	\$ 19,125.00
211	CURB MARKINGS - PAINT	0861	FOOT	300.00	\$ 4.00	\$ 1,200.00
212	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	0865	FOOT	111,250.00	\$ 1.40	\$ 155,750.00
216	PAVEMENT LEGEND, TYPE B-HS: ARROWS	0867	EACH	2.00	\$ 299.00	\$ 598.00
217	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	0867	EACH	36.00	\$ 277.00	\$ 9,972.00
218	PAVEMENT BAR , TYP B-HS	0867	SQFT	2,350.00	\$ 8.90	\$ 20,915.00
221	REMOVE EXISTING SIGNS	0905	EACH	2.00	\$ 41.70	\$ 83.40
222	REMOVE & REINSTALL EXISTING SIGNS	0905	EACH	1.00	\$ 167.00	\$ 167.00
223	SIGN SUPPORT FOOTINGS, BREAKAWAY	0920	EACH	35.00	\$ 182.00	\$ 6,370.00
225	PIPE SIGN SUPPORTS	0930	EACH	1.00	\$ 180.00	\$ 180.00
231	TYPE "G" SIGNS IN PLACE	0940	SQFT	20.00	\$ 35.70	\$ 714.00
235	TYPE "R1" SIGNS IN PLACE	0940	SQFT	18.00	\$ 18.10	\$ 325.80
236	TYPE "W1" SIGNS IN PLACE	0940	SQFT	12.00	\$ 20.00	\$ 240.00

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
237	TYPE "W2" SIGNS IN PLACE	0940	SQFT	20.00	\$ 20.60	\$ 412.00
242	TYPE "Y1 "SIGNS IN PLACE	0940	SQFT	40.00	\$ 13.10	\$ 524.00
251	PEDESTRIAN SCALE LIGHTING	0990	LS*	1.00	\$ 414,500.00	\$ 414,500.00
260	LAWN SEEDING	1030	SQYD	2,669.00	\$ 11.60	\$ 30,960.40
TOTAL BID ITEMS						\$ 2,153,858.37

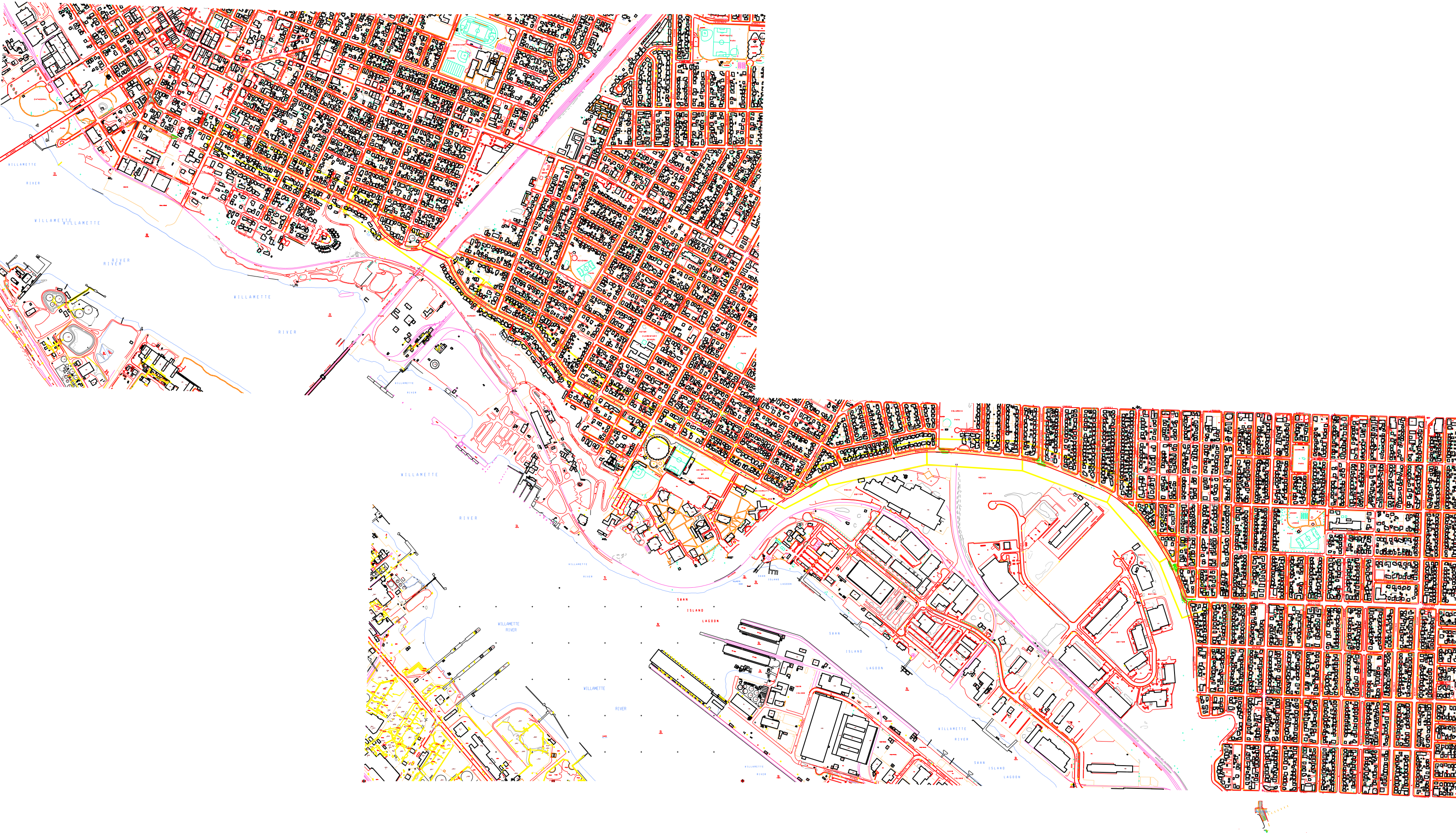
ANTICIPATED ITEMS

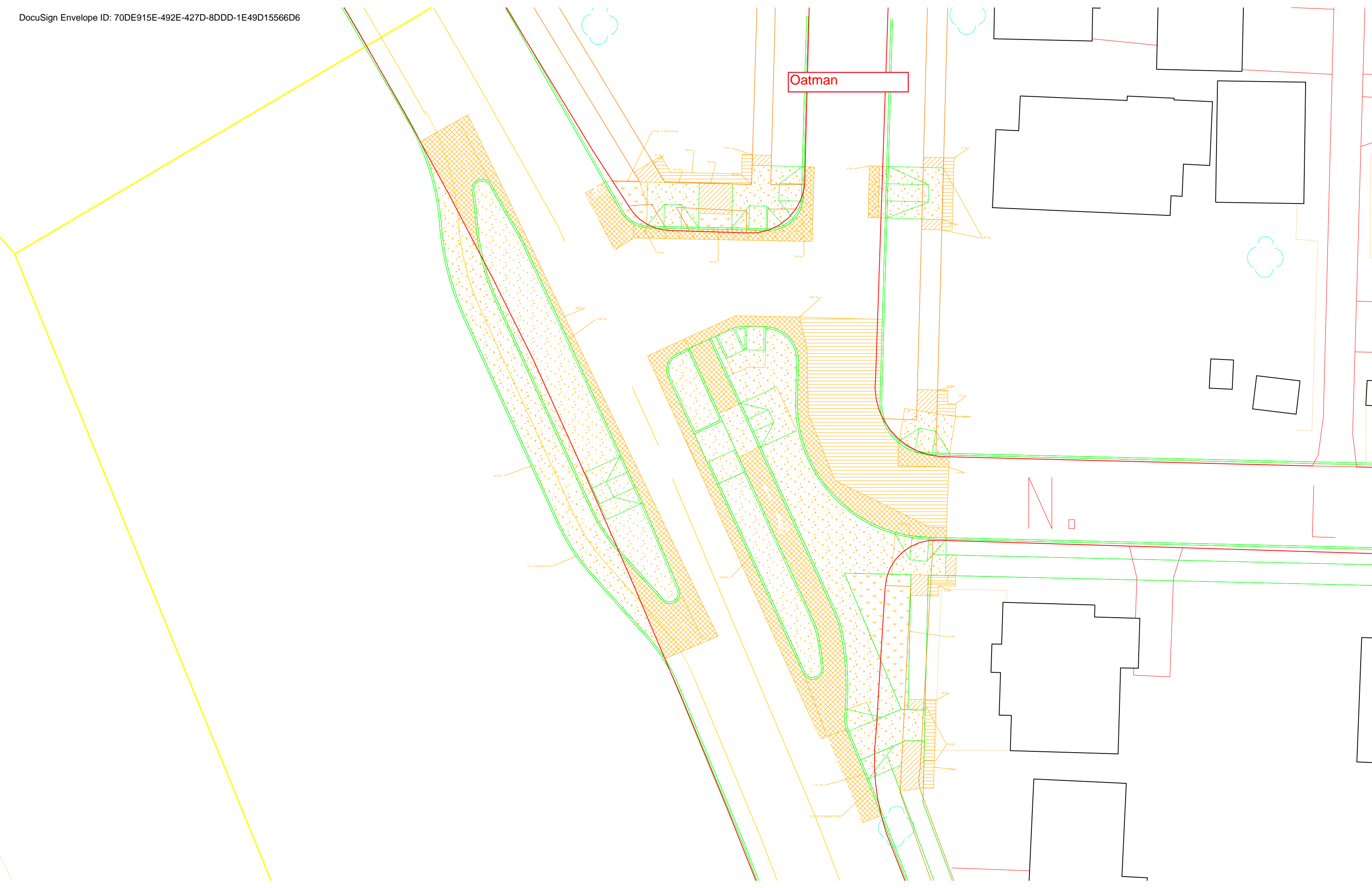
NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
2	RELOCATE WATER FACILITIES - FIRE HYDRANT		EACH	1.00	\$ 20,000.00	\$ 20,000.00
1	BOLI FEE PAYMENT		LS	1.00	\$ 2,153.86	\$ 2,153.86
2	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 215,385.84	\$ 215,385.84

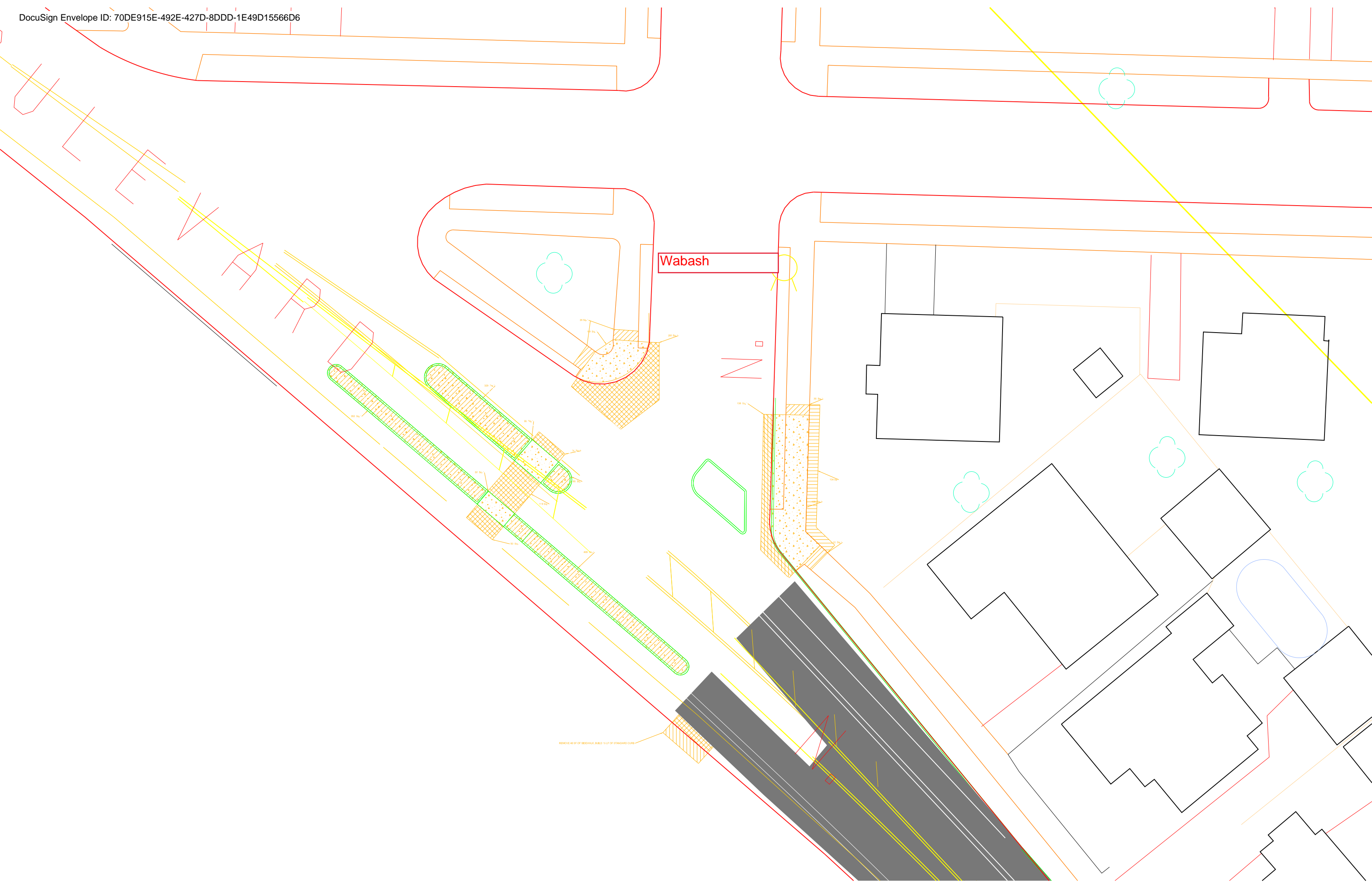
TOTAL ANTICIPATED ITEMS	\$ 237,539.70
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SCHEDULE SUMMARY

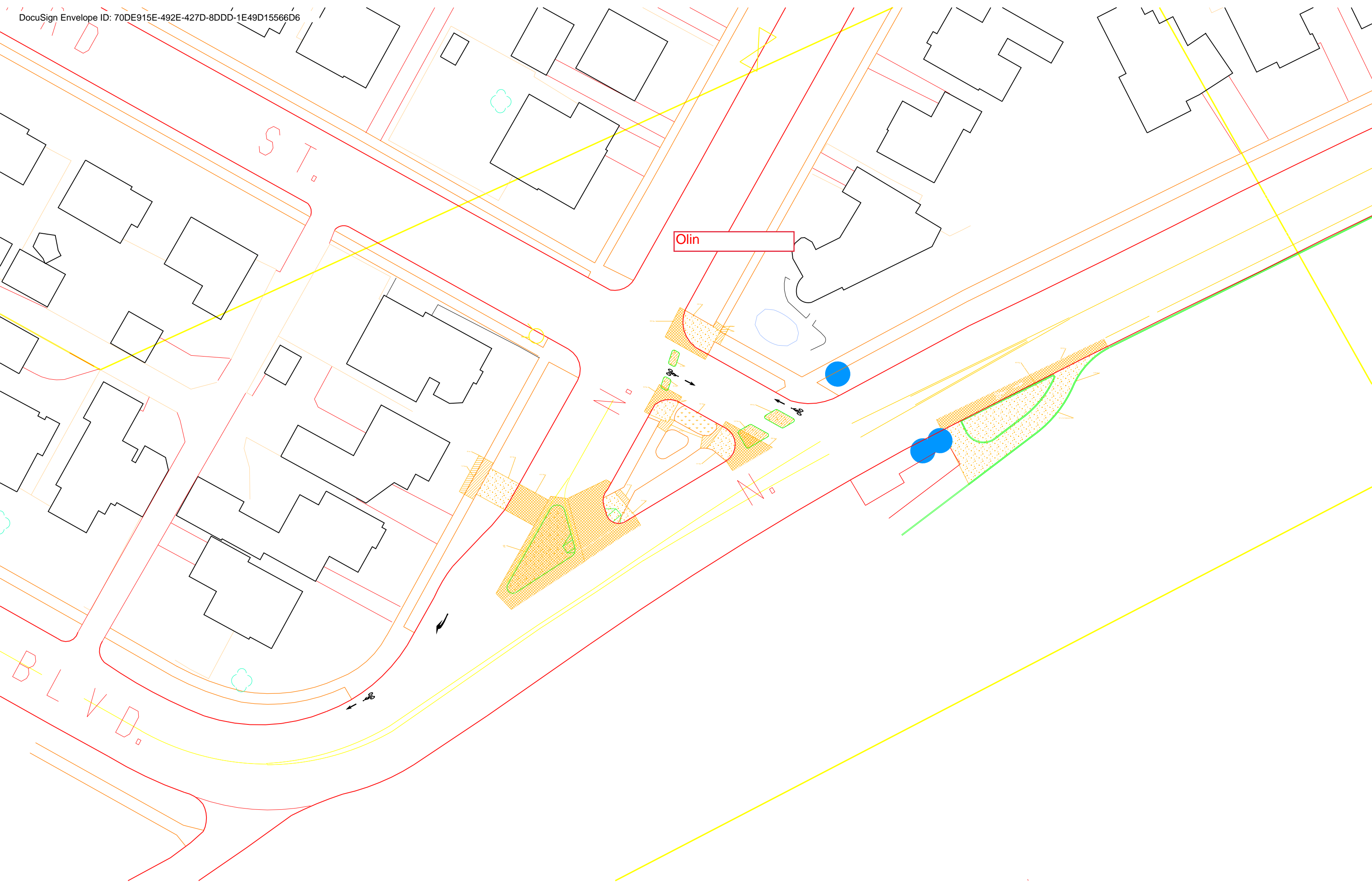
BID ITEMS				\$ 2,153,858
CONSTRUCTION CONTINGENCY	5%	of Bid Items*		\$ 107,693
SUBTOTAL				\$ 2,261,551
ANTICIPATED ITEMS				\$ 237,540
TOTAL CONSTRUCTION				\$ 2,499,091
PROJECT MANAGEMENT	5%	of Bid Items		\$ 107,693
DESIGN ENGINEERING	25%	of Bid Items		\$ 538,465
CONSTRUCTION MANAGEMENT	15%	of Bid Items		\$ 323,079
SUBTOTAL				\$ 969,237
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	80.85%	of PM, Eng, and CM		\$ 783,628
TOTAL PROJECT ENGINEERING & MANAGEMENT				\$ 1,752,865
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES				\$ 36,000
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION				
RIGHT-OF-WAY CONTINGENCY	30%	of Land, Improve, and Damages		\$ 10,800
TOTAL PROJECT RIGHT-OF-WAY				\$ 46,800
INFLATION RATE ON CONTRACT	5	Years	4.5%	Inflation of Construction \$ 615,231
INFLATION RATE ON PERSONNEL	5	Years	2.0%	Inflation of Eng & Mgmt \$ 182,440
ALLOWANCE FOR DESIGN REFINEMENT			20%	Inflation of Const, Eng & Mgmt, and Inflation \$ 1,009,925
TOTAL PROJECT CONTINGENCY				\$ 1,807,596
TOTAL PROJECT ESTIMATE				\$ 6,106,352







L A M E T T E



Certificate Of Completion

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Tim Bowers

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Tim.Bowers@portlandoregon.gov

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Tim.Bowers@portlandoregon.gov

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Signature

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Jimi Joe

Jimi.joe@portlandoregon.gov

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Signed: 6/12/2019 10:30:22 AM

Electronic Record and Signature Disclosure:

Accepted: 6/12/2019 10:28:44 AM

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Eva Huntsinger

eva.huntsinger@portlandoregon.gov

Security Level: Email, Account Authentication
(None)



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Accepted: 6/22/2017 12:42:00 PM

ID: 601049b1-22a3-4ab3-8399-73096be19367

Steve Townsen

steve.townsen@portlandoregon.gov

City Engineer

City of Portland

Security Level: Email, Account Authentication
(None)



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Electronic Record and Signature Disclosure:

Not Offered via DocuSign

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
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Signing Complete	Security Checked	6/12/2019 12:22:24 PM
Completed	Security Checked	6/12/2019 12:22:24 PM
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Electronic Record and Signature Disclosure		

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If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. To indicate to us that you are changing your mind, you must withdraw your consent using the DocuSign "Withdraw Consent"™ form on the signing page of a DocuSign envelope instead of signing it. This will indicate to us that you have withdrawn your consent to receive required notices and disclosures electronically from us and you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures

electronically from us.

How to contact City of Portland Bureau of Transportation:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: tim.doherty@portlandoregon.gov

To advise City of Portland Bureau of Transportation of your new e-mail address

To let us know of a change in your e-mail address where we should send notices and disclosures electronically to you, you must send an email message to us at tim.doherty@portlandoregon.gov and in the body of such request you must state: your previous e-mail address, your new e-mail address. We do not require any other information from you to change your email address..

In addition, you must notify DocuSign, Inc. to arrange for your new email address to be reflected in your DocuSign account by following the process for changing e-mail in the DocuSign system.

To request paper copies from City of Portland Bureau of Transportation

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an e-mail to tim.doherty@portlandoregon.gov and in the body of such request you must state your e-mail address, full name, US Postal address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with City of Portland Bureau of Transportation

To inform us that you no longer want to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your DocuSign session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an e-mail to tim.doherty@portlandoregon.gov and in the body of such request you must state your e-mail, full name, US Postal Address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

Operating Systems:	Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X
Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari®, 3.0 or above (Mac only)
PDF Reader:	Acrobat® or similar software may be required to view and print PDF files
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	Allow per session cookies

** These minimum requirements are subject to change. If these requirements change, you will be asked to re-accept the disclosure. Pre-release (e.g. beta) versions of operating systems and browsers are not supported.

Acknowledging your access and consent to receive materials electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please verify that you were able to read this electronic disclosure and that you also were able to print on paper or electronically save this page for your future reference and access or that you were able to e-mail this disclosure and consent to an address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format on the terms and conditions described above, please let us know by clicking the "I agree"™ button below.

By checking the "I agree"™ box, I confirm that:

- I can access and read this Electronic CONSENT TO ELECTRONIC RECEIPT OF ELECTRONIC CONSUMER DISCLOSURES document; and
- I can print on paper the disclosure or save or send the disclosure to a place where I can print it, for future reference and access; and
- Until or unless I notify City of Portland Bureau of Transportation as described above, I consent to receive from exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to me by City of Portland Bureau of Transportation during the course of my relationship with you.

Summary of Non-Discriminatory Engagement, City of Portland 2019 RFFA Applications

All projects being submitted by the City of Portland have gone through a thorough planning level public involvement process. These projects came out of the Transportation System Plan (TSP) project list, which was adopted as a part of the Portland Comprehensive Plan update in December 2016. The Comprehensive Plan and TSP project list went through a long and robust public engagement process, with a strong equity focus on low income communities, communities of color, and residents with limited English proficiency.

The Transportation System Plan update went through four rounds of public review and comment, including internal, discussion, proposed, and recommended drafts over the course of several years. At each point in this process, the public at large, as well as numerous technical and community advisory committees, neighborhood associations, and other stakeholders were given the opportunity to provide feedback. In all, between January 2014 and March 2015, PBOT staff attended and presented at 54 meetings, including the Transportation Expert Group, the Bicycle, Pedestrian, and Freight Advisory committees, Planning and Sustainability Commission, Joint Modal Committee, neighborhood coalitions and associations, and numerous open houses. At these meetings, PBOT staff received feedback about the selection criteria for determining which projects made it to the final project list as well as tweaks to elements of the various projects.

In addition to physical outreach at public meetings, over 600 comments on specific projects were received through the Map App; an online public engagement mapping platform where people could click through each of the projects on an interactive map and provide comments. PBOT also worked with consultants to engage underrepresented populations in commenting on the candidate project list and establishing relationships for the next phases of the TSP update. This work was focused on exploring how a variety of underrepresented populations would like to be involved in PBOT activities, both currently on the TSP update and in future projects. This work established a foundation for engaging underrepresented populations bureau-wide in the future.

In addition to the thorough vetting process for selecting these projects, several of the RFFA project candidates have gone through additional engagement as a part of other area and project planning efforts. The summaries for each project's public engagement process is included in their respective application materials.

2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name City of Portland Bureau of Transportation

Project name This checklist applies to all City of Portland applications

Background and purpose

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

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

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

A public engagement quick guide is available at oregonmetro.gov/rffa. Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

☒ At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

☒ During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating jurisdiction-wide demographic analysis

☒ Public notices included a statement of non-discrimination (Metro can provide a sample).

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

☒ Throughout the process, timely and accessible forums for public input were provided.

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

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

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

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

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

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

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

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

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

Project development

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

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

Retained records: public engagement plan and/or procedures

☒ During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

☒ Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

☒ Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

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

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

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

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

☒ Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

☒ Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

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

Retained records: summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

☒ Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

3. Certification statement

The City of Portland Bureau of Transportation (agency) certifies the information provided on this checklist is accurate.

As attested by:



(signature)

Taylor Phillips, Transportation Planner

(name and title)

Oct-21-19

(date)

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

Please note: These guidelines are taken from Metro's Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro's street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

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

A. Pedestrian Project design elements – check all that apply

Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features:

- ☐ Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- ☐ Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Sidewalk clear zone of 6 feet or more
- ☒ Remove obstructions from the primary pedestrian-way or add missing curb ramps
- ☒ Add enhanced pedestrian crossing(s) at appropriate locations
- ☐ Re-open closed crosswalks
- ☒ Add crosswalk at transit stop
- ☒ Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- ☒ Reduced pedestrian crossing distance
- ☐ Narrowed travel lanes (reduces pedestrian crossing distance)
- ☒ Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- ☒ Curb extensions and/or in-lane transit boarding
- ☐ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ☒ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ☐ Dark skies compliant lighting
- ☐ Add countdown heads at signals
- ☐ Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- ☐ Access management: minimize number and spacing of driveways

- ☐ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☒ Wayfinding
- ☐ Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- ☐ Other pedestrian priority design elements

B. Bicycle Project design elements

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

For every element checked describe existing conditions and proposed features:

- ☒ On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected use)
- ☐ On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected use)
- ☐ Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- ☐ Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- ☐ 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
- ☒ Protected intersection treatments
- ☐ Access management: minimize number and spacing of driveways
- ☐ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☐ Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- ☐ Lighting at intersections
- ☐ Dark skies compliant lighting
- ☒ Other bicycle priority design elements

Use the following table to help determine the suitable bikeway widths:

Peak Hour One-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	6.5 feet	5 feet
150-750	8 feet	6.5 feet
>750	10 feet	8 feet
Peak Hour Two-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	11 feet	8 feet
150-350	12 feet	10 feet
>350	16 feet	12 feet

Source: Metro

Note: Recommended widths do not include 2' minimum buffer, or shy distance from curb, if applicable

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- ☒ Transit priority treatments (e.g. queue jumps, transit signal priority)
- ☐ Move transit stop to far side of signal
- ☐ Benches
- ☒ Transit stop amenities or bus stop pads
- ☐ Gateway feature
- ☐ Street trees and/or landscaping
- ☒ Stormwater treatments
- ☐ Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)
- ☒ Wayfinding
- ☐ Other complete streets design elements:

D. Off-Street and Trail Facilities

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

- ☐ For every element checked describe existing conditions and proposed features:
- ☐ Minimum 12' trail width (plus at least 1' shoulder on each side)

- ☐ Treatments separating pedestrians and bicycles (e.g., separate pedestrian path), if necessary
- ☐ Always maintains minimum 5' separation when adjacent to street or is never adjacent to street
- ☐ All on-street segments with average annual daily traffic over 1,000 include one of the following treatments, (item C, above) or no on-street segments
- ☐ Sidewalks and separated bikeway on each side of the street - this configuration is appropriate along streets with frequent access points and where the on-street connection continues for more than a couple blocks. This configuration needs to design for transitions between the multi-use path and the bicycle lanes on each side of the street. Refer to Item B above to check off bikeway treatments.
- ☐ Sidewalk and two-way separated bicycle lane on one side of the street - this configuration is most appropriate when one side of the street has few or no access points, and therefore would have few motor vehicle conflicts with users. It also offers the possibility of transitioning to and from the multi-use paths without needing to cross the street. Refer to Item B above to check off bikeway treatments.
- ☐ A multi-use path on one or both sides of the street (with 5' separation) - this configuration is also appropriate when the street has few or no access points. It also offers the possibility of transitioning to and from the trail without needing to cross the street. A multi-use path is more space efficient than separated bicycle lanes and sidewalks and can be used when trail user volumes do not warrant separation
- ☐ At least 3' of shy distance (more in high traffic areas) from the edge of paved trail to walls, light fixtures, trees or other vertical elements; shy distance can include buffer
- ☐ All street crossings include an appropriate enhanced high-visibility crosswalk treatment
- ☐ Trail users do not have to travel out of direction at street crossings
- ☐ All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
- ☐ Frequent access points (generally every ¼-mile)
- ☐ Access points are easily visible and provide adequate sight distance
- ☐ All crosswalks and underpasses include Dark Skies compliant lighting
- ☐ Dark Skies compliant trail lighting throughout
- ☐ Trailhead improvements (e.g., signs, information, trash receptacles, bicycle parking, seating)
- ☐ Rest areas with benches and wheelchair spaces
- ☐ Wayfinding or interpretive signage
- ☐ Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- ☐ Trail priority at all local street/driveway crossings
- ☐ Landscaping, trees, enhancements to the natural landscape
- ☐ Wildlife crossings are incorporated into the design, if necessary
- ☐ Pervious pavement treatments

Regional Flexible Funds

**ACTIVE TRANSPORTATION &
FREIGHT CANDIDATE PROJECTS**



PBOT
PORTLAND BUREAU OF TRANSPORTATION

PORTLAND CITY COUNCIL

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Chloe Eudaly, Commissioner in Charge

Amanda Fritz

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PROJECT TEAM

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To obtain a copy of this document or more information about this project, please contact:

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Portland, OR 97204
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The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503.823.5282, TTY 503.823.6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS

01 Project Candidates Summary

02 Projects in Context | Equity, Safety, & Growth

Project Summary Sheets

04 **A** - N Willamette Blvd: Active Transportation Corridor

05 **B** - MLK Jr Blvd: Safety & Access to Transit

06 **C** - Columbia/Cully/Alderwood Intersection Improvements

08 **D** - SE Belmont & SE Morrison Transit & Bike Improvements

09 **E** - SE Stark & SE Washington Corridor Improvements

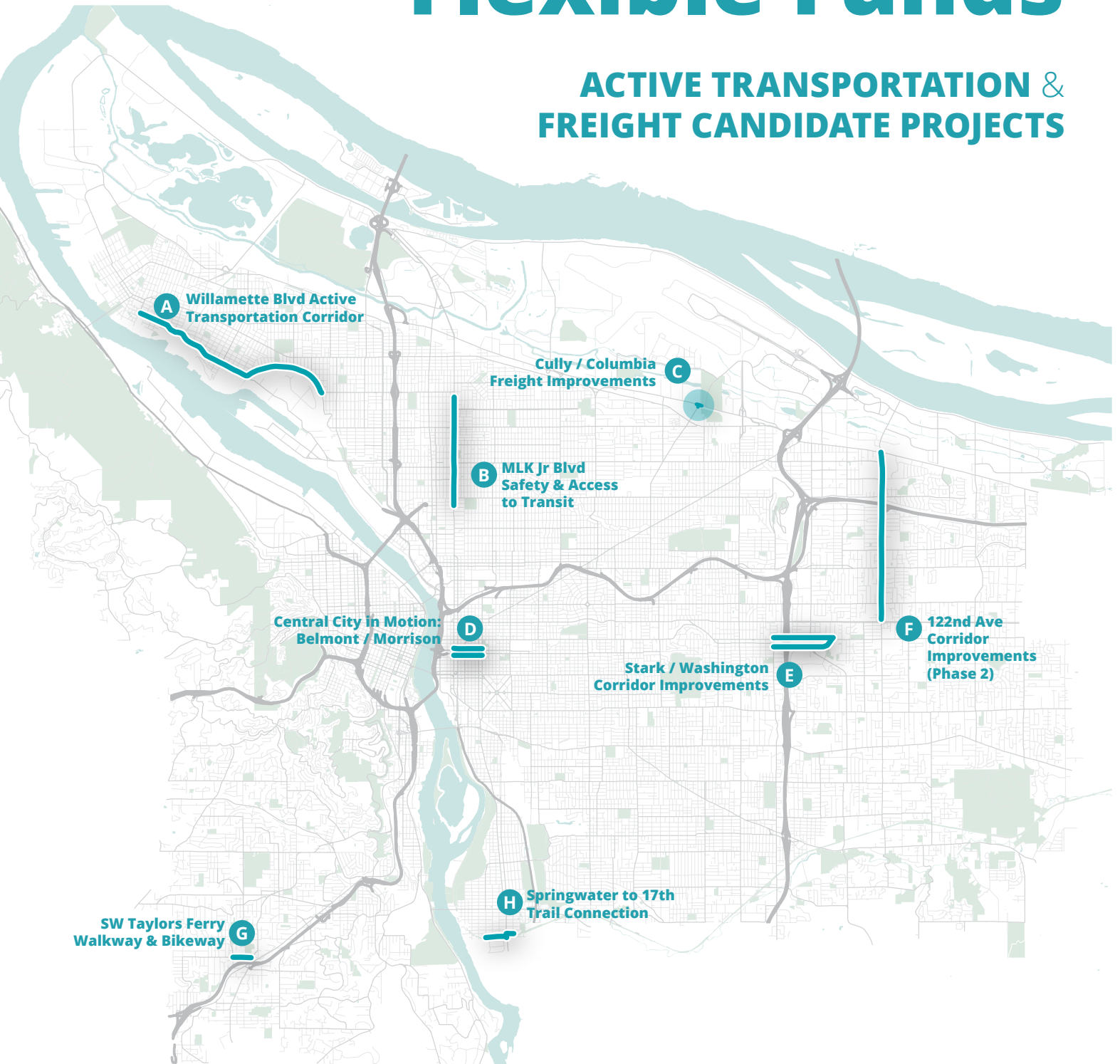
10 **F** - 122nd Ave: Safety Access & Transit

11 **G** - SW Taylors Ferry Rd Walkway & Bikeway

12 **H** - Springwater to SE 17th Trail Connection

Regional Flexible Funds

ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS



Project candidates summary

ID	Project Name	Project Location	Project Description
A	Willamette Blvd Active Transportation Corridor	N Willamette Blvd (Rosa Parks - Richmond)	Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Incorporate pedestrian crossings, intersection improvements, and transit access improvements along the corridor.
B	MLK Jr Blvd Safety & Access to Transit	NE MLK Jr Blvd (Highland - Cook)	Construct high-priority enhanced pedestrian crossings and signal upgrades along NE MLK Jr Blvd to improve pedestrian/bicycle safety and access to transit.
C	Cully/Columbia Freight Improvements	NE Cully Blvd & Columbia Blvd	Construct major intersection improvements at NE Columbia Blvd & Cully Blvd to improve freight movement, including a new traffic signal, side-by-side left turn pockets to Cully and Alderwood, right-turn pockets, and railroad crossing improvements. Project also includes sidewalks and a multi-use path to separate pedestrians and bicycles from traffic.
D	Central City in Motion: Belmont/Morrison	SE Belmont/Morrison St (Grand - 12th)	Construct pedestrian crossings, protected bike lanes, and enhanced transit improvements along the Belmont/Morrison couplet in the Central Eastside.
E	Stark/Washington Corridor Improvements	SE Stark/Washington Couplet (92nd - 108th)	Implement roadway safety redesign and construct enhanced pedestrian crossings, transit priority improvements, and protected bikeways in the Stark/Washington couplet in Gateway.
F	122nd Ave Corridor Improvements (Phase 2)	122nd Ave (Sandy - Burnside)	Construct high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Ave.
G	SW Taylors Ferry Walkway & Bikeway	SW Taylors Ferry (48th - Capitol Hwy)	Construct high-priority sidewalk and bikeway connections on W Taylors Ferry Rd to provide active transportation access to SW Corridor station areas.
H	Springwater to 17th Trail Connection	Springwater Corridor (13th - 17th); SE 17th Ave (Linn - St Andrews)	Extend the Springwater Trail from 13th to 17th, and extend 17th Ave Trail from St Andrews to Linn, connecting the Milwaukie 17th Ave Trail to the Springwater Corridor.

Projects in Context

This collection of projects align with the Portland Bureau of Transportation's commitment to **addressing equity, improving safety, and managing for future population growth.**

EQUITY

PBOT uses the **Equity Matrix** to analyze investments based on the comparative racial and economic demography of all areas of the City.

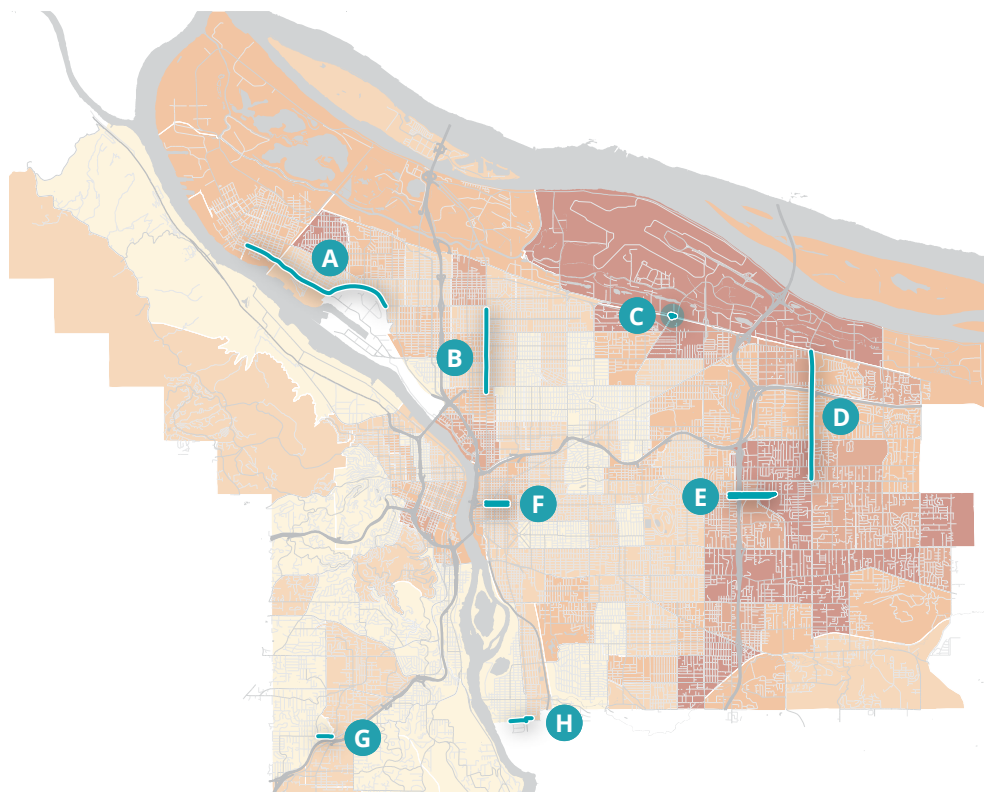
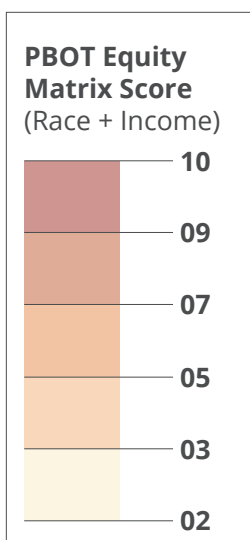
SAFETY

PBOT's *Vision Zero Action Plan* sets a goal of eliminating all transportation related deaths and serious injuries. The plan identifies a **High Crash Network** of streets where the highest rates of crashes occur.

GROWTH

Strategic investments in Comprehensive Plan **Centers and Corridors** help manage growth by giving people transportation options when traveling to and between areas of the city targeted for the most growth.

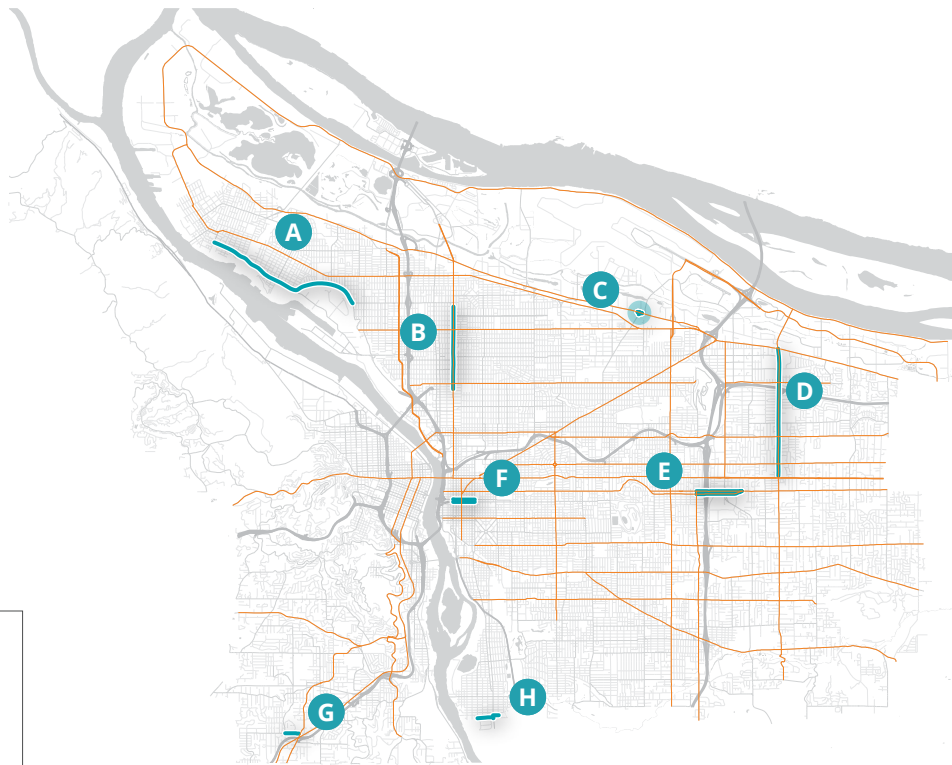
EQUITY



SAFETY

Vision Zero
High Crash Network

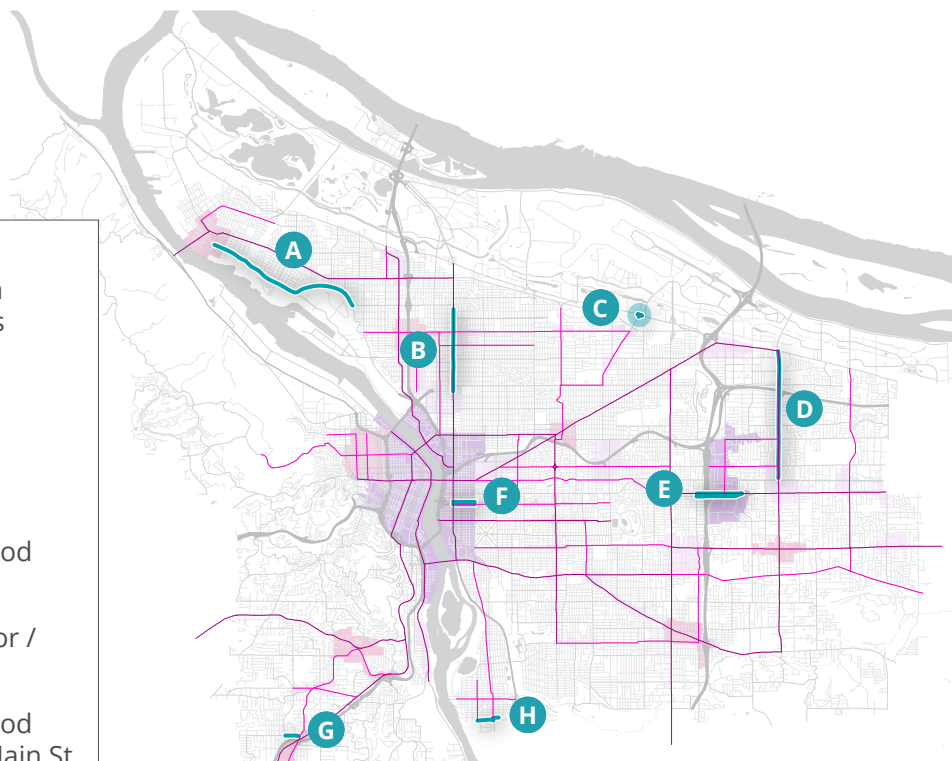
— All Modes



GROWTH

**City of Portland
Comprehensive Plan**
Centers and Corridors

- Regional Center
- Town Center
- Neighborhood Center
- Civic Corridor / Main St.
- Neighborhood Corridor / Main St.



A: N Willamette Blvd

Active Transportation Corridor



Project context and background

This project is needed to provide a major low-stress bikeway connection from the rapidly-growing St Johns Town Center to jobs, educational institutions, and other major transportation investments in the City of Portland.

This project was prioritized in the 2030 Bicycle Plan and builds on recent and upcoming improvements on Rosa Parks, Willamette, and Greeley east of the project area. North Portland is growing and residents need safe, comfortable and clearly defined travel options. An improved Willamette can serve as an active transportation 'super-highway' and help function as a primary route to connect future investments in walking and biking. By improving biking and access to transit for people in North Portland, we will give more residents the ability to choose travel options beyond single occupancy vehicles.

Project Details

The signature element of this project is a proposed world class cycle track on N Willamette between N Rosa Parks Way and the University of Portland campus. This investment would also include improved transit amenities and enhanced pedestrian crossings. From the University of Portland campus, an enhanced bikeway is envisioned connecting to the St Johns Town Center. A complementary locally funded project, would extend the connection further into the peninsula, making a low-stress connection to Pier Park.

Project Cost Estimate: \$6,106,000

Local Match: \$1,650,000; RFFA Grant Request: \$4,456,000

FOR MORE INFORMATION

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NE MLK Jr Blvd

Safety & Access to Transit

Project context and background

NE MLK Jr Blvd already has one of Portland's highest concentrations of affordable housing, and a great deal more is in the pipeline. As more and more people live on this corridor, pedestrian and commercial activity is increasing, which leads to conflicts with the high volumes of high speed traffic on this major thoroughfare.

The PBOT Safe Routes to School Plan also identified several crossing needs along the corridor. This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit.

NE Martin Luther King Jr Blvd is a major destination and business hub for Black Portlanders. This project would not only seek to direct investments in crossing and transit amenities, but would also include streetscape improvements such as pedestrian scale lighting and a community-driven process to further develop the corridor's identity to celebrate NE MLK Jr Blvd as a vibrant business district.

Project details



SIGNAL UPGRADE

(add protected signal phase for vehicles turning onto NE Martin Luther King Jr Blvd)



NEW ENHANCED CROSSING

(existing marked crossing exists, project will upgrade)



FUNDED CROSSING IMPROVEMENT



EXISTING SIGNALIZED INTERSECTION



EXISTING OR FUTURE BIKEWAY CONNECTION

Project Cost Estimate: \$4,723,000

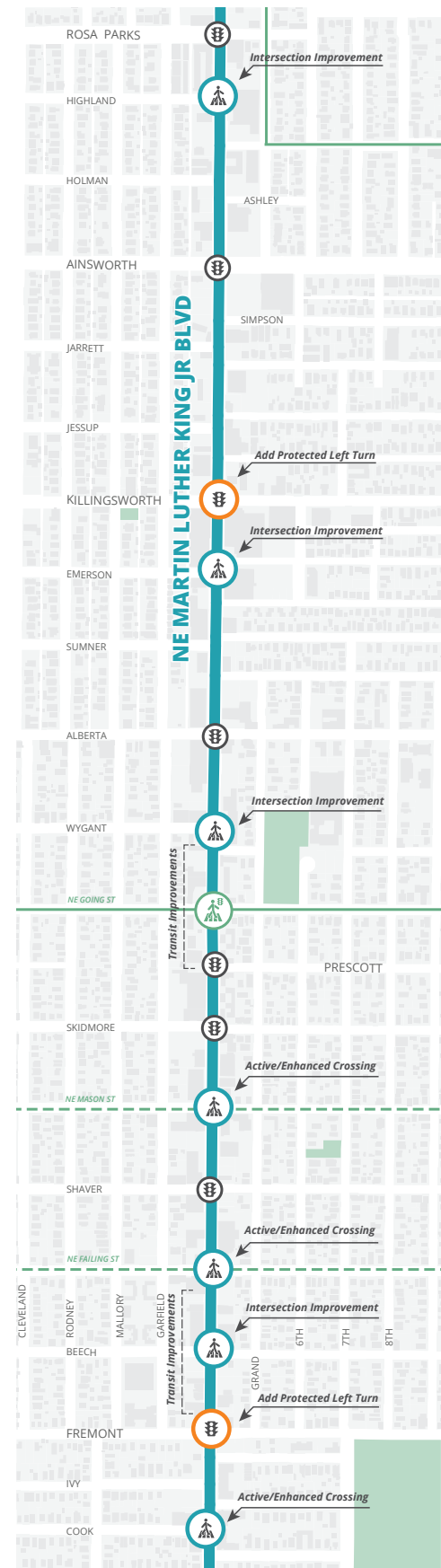
Local Match: \$600,000; RFFA Grant Request: \$4,123,000

FOR MORE INFORMATION

Shane Valle

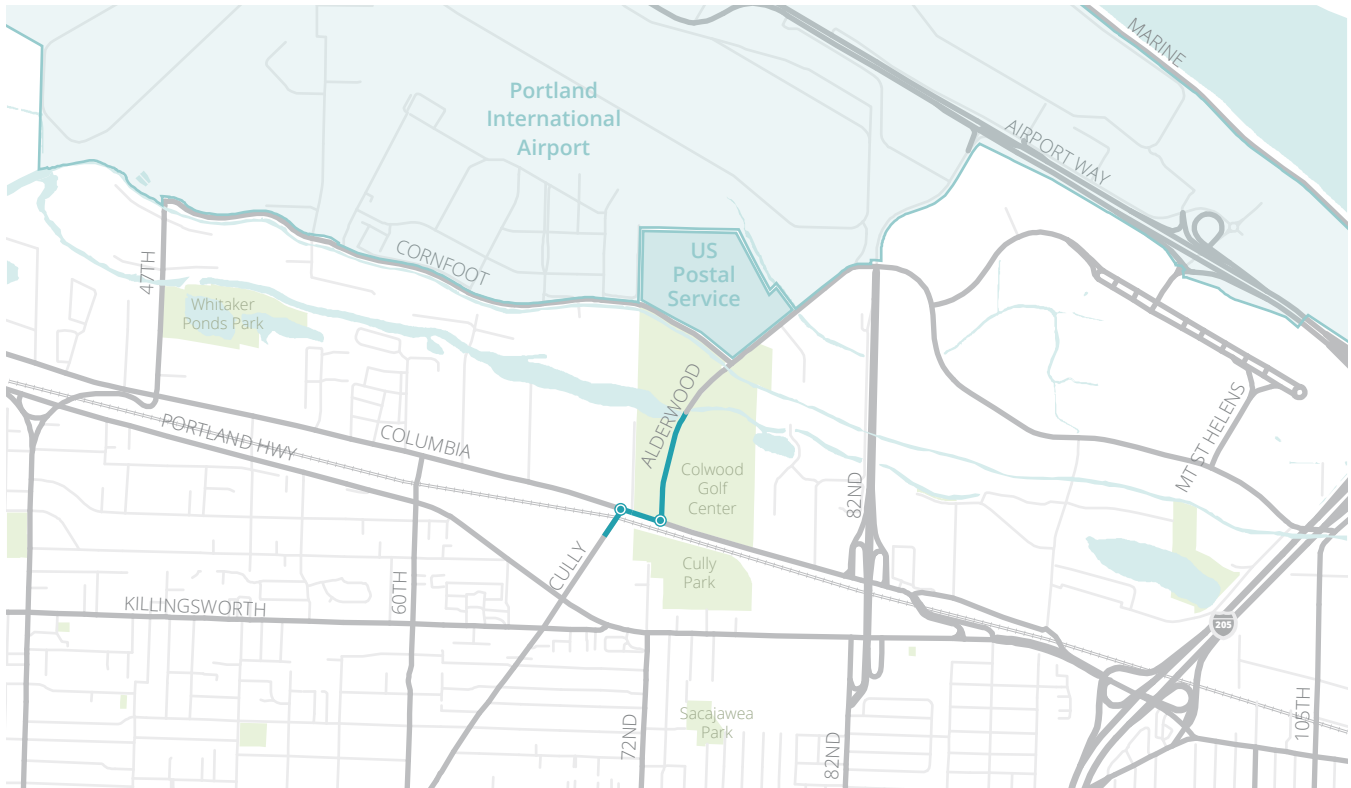
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C: Cully/Columbia

Intersection Improvements



Project context and background

The Columbia corridor is a key link in Portland's regional freight network, connecting major freight destinations, including the airport and USPS facilities, to the I-5 and I-205 freeways and the rest of the region. The intersections of Columbia Blvd at Alderwood Rd and at Cully Blvd are seeing increased traffic and trucking demand from the US Postal Service facility and airport in recent years, causing congestion that impacts freight reliability as well as contributing to dangerous conditions for all road users. In addition to increased freight and vehicular traffic, this area is seeing much more pedestrian and bicycle traffic due to job growth along the Columbia corridor, as well as popularity of several Parks facilities nearby. The Columbia/Cully/Alderwood

projects were identified as a transportation need in the Airport Futures Plan, to accommodate anticipated traffic growth associated with PDX Airport. They aim to enhance freight mobility and access by making it easier to make left turns onto and off of Columbia Blvd, while also improving safety for all road users.

Project Cost Estimate: \$5,084,193

Local Match: \$1,650,000; RFFA Grant Request: \$3,434,193

FOR MORE INFORMATION

Winston Sandino

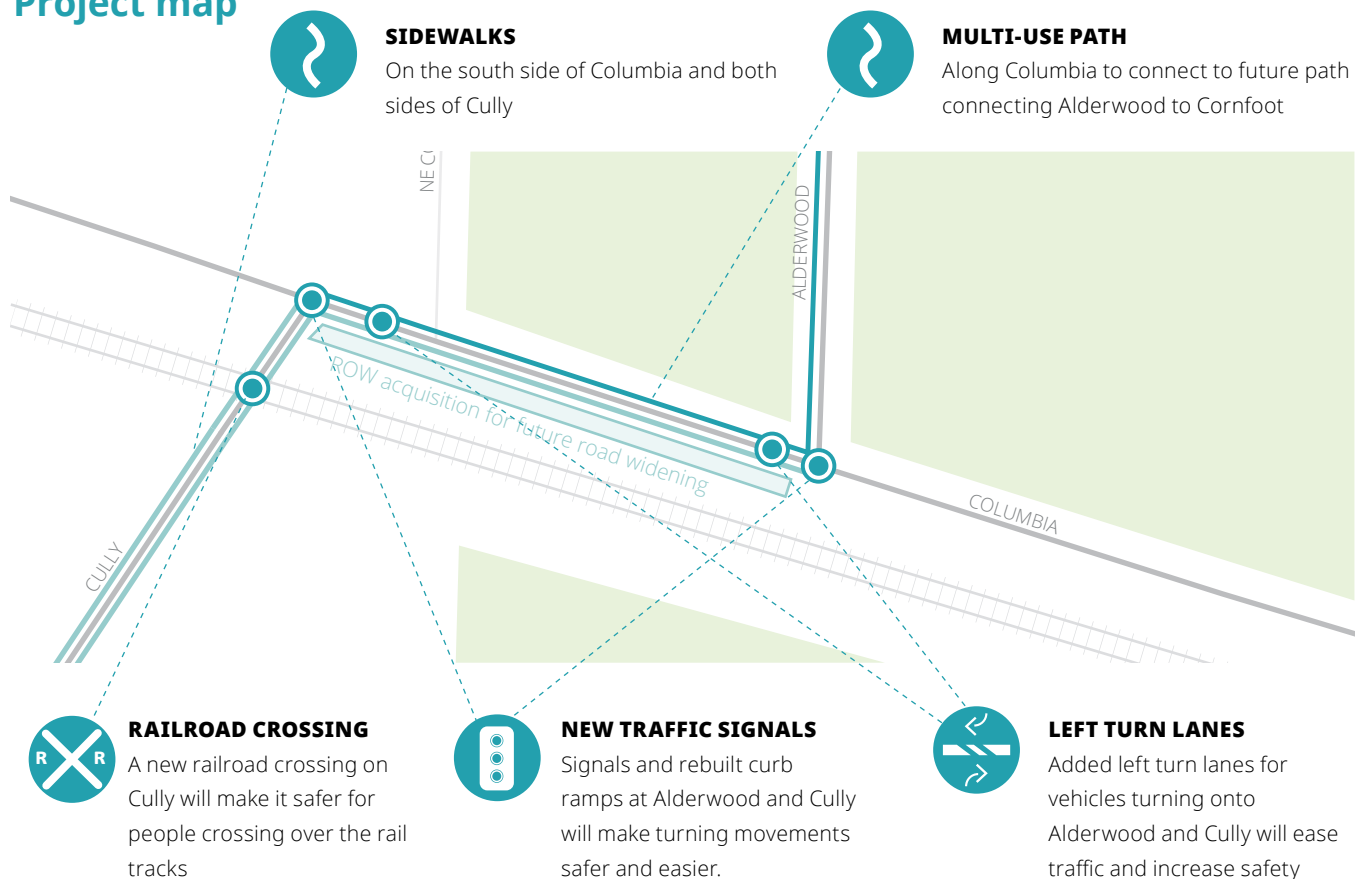
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Project details

A funded project slated for construction in 2020 will reconstruct the intersection of Alderwood Rd at NE Columbia Blvd, install a permanent traffic signal at this intersection, construct sidewalks along the south side of NE Columbia Blvd from Alderwood Rd to Cully Blvd and a multi-use path on the north side of Columbia Blvd between Cully and Alderwood that continues north on Alderwood. Operations will be improved with an exclusive right turn lane from Alderwood to westbound Columbia and dual side by side left turn pockets on Columbia Blvd between Alderwood and Cully. PBOT is also applying for funding to construct sidewalks on Cully, improve the intersection of Cully and Columbia with a left turn lane and signal, and use previously acquired right-of-way to widen the road along Columbia between Cully and Alderwood.

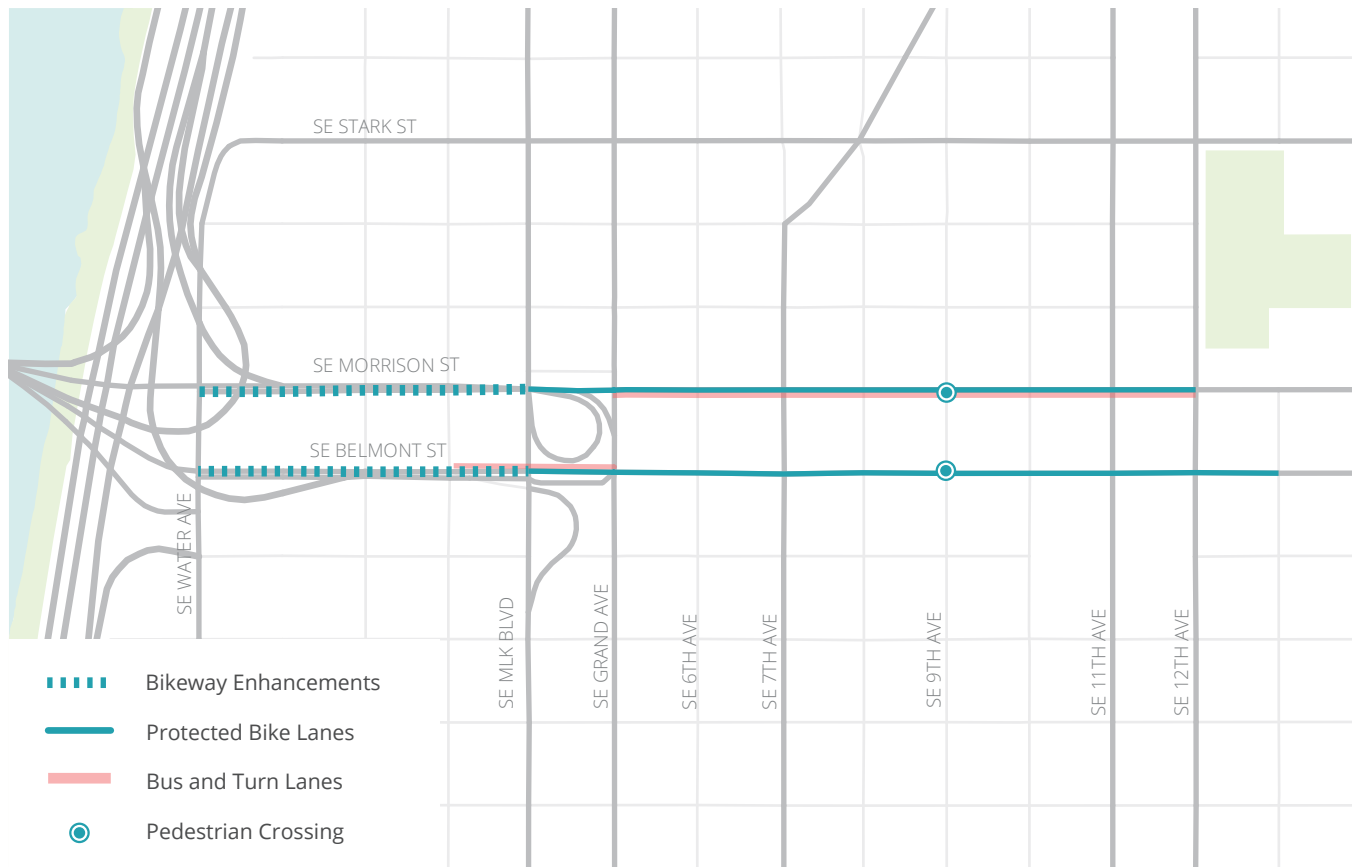


Project map



D: SE Belmont & SE Morrison

Transit and Bike Improvements



Project background and details

Belmont and Morrison are key east/west connections in the Central Eastside, providing important retail, freight, and transit access. This project is included in the recently adopted Central City in Motion Plan and improves transit access and speed with new transit islands and bus and turn (BAT) lanes, improves pedestrian crossings, and provides protected bike lanes.

Note: Bikeway enhancements west of SE MLK Jr Blvd are located beneath the viaducts, providing a connection for people biking to SW Water Ave.

Project Cost Estimate: \$6,462,000

Local Match: \$1,938,600; RFFA Grant Request: \$4,523,400

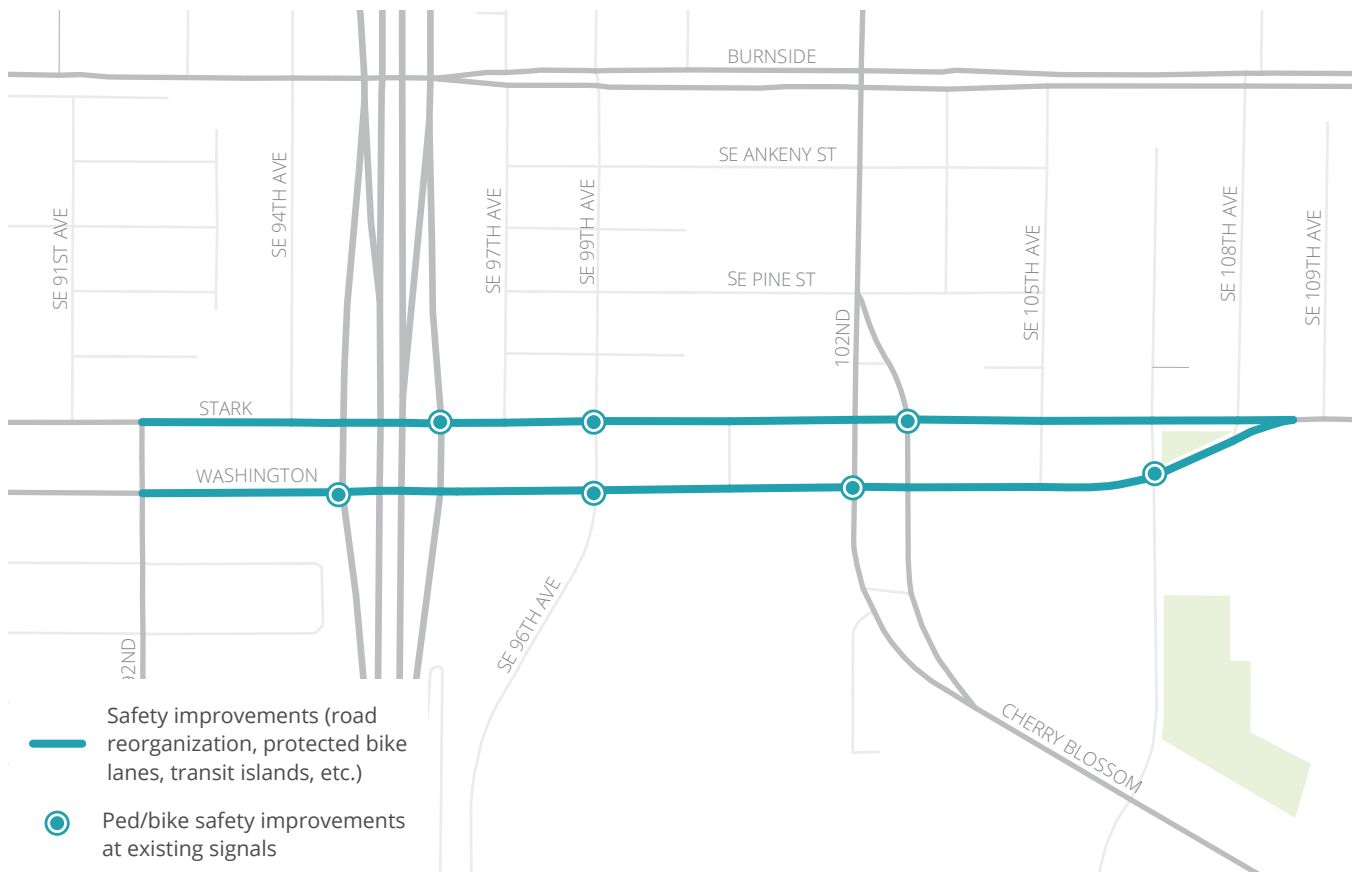
FOR MORE INFORMATION

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E: Stark/Washington

Corridor Improvements



Project background and details

The Stark/Washington couplet is one of the major business hubs in Gateway, but is currently very auto-oriented and sees high rates of crashes, with three to four lanes in each direction, difficult pedestrian crossings, and narrow sidewalks and bike lanes. This project will transform this area into a more ped/bike/transit oriented hub for East Portland, with safety improvements ranging from protected bike lanes to bus lanes and transit islands to enhanced crossings. This is a Vision Zero project on a High Crash Corridor and serves a high equity need. This project was also prioritized in the Growing Transit Communities Plan, adopted in 2017.

Project Cost Estimate: \$6,532,000

Local Match: \$1,200,000; RFFA Grant Request: \$5,332,000

FOR MORE INFORMATION

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F: 122nd Ave

Safety, Access & Transit

Project context and background

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. 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.

122nd Ave is a 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 lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr., with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

Project details

PBOT's RFFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The improvements proposed to be included in the RFFA project scope include new enhanced and marked crossings in the vicinity of **NE Beech, NE Sacramento/Brazee (dependent on funding/actual costs), NE Broadway/Hancock, and NE Wasco/Multnomah.**

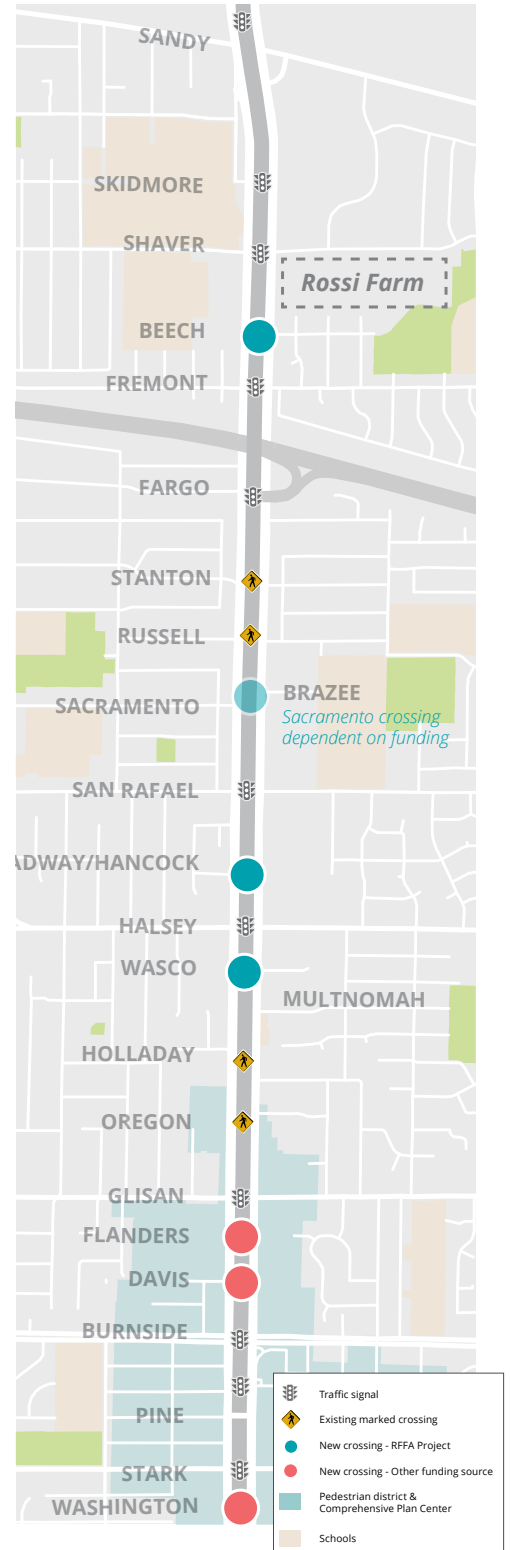
Project Cost Estimate: \$6,491,000

Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

FOR MORE INFORMATION

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G: SW Taylors Ferry Rd

Walkway and Bikeway Connection



Project context and background

SW Taylors Ferry Rd from SW 49th to SW Capitol Hwy is the only route to the Barbur Transit Center and other community destinations for neighbors living west of Capitol Hwy and Interstate 5. Today the street lacks bicycle facilities and has a degraded, substandard walkway on one side of the street..

The project would build upon and connect to funded complete street upgrades of Capitol Hwy, extending the reach of those investments. The project implements the 2035 Comprehensive plan by making connections to and through the West Portland Town Center, an important growth area in Southwest Portland.

SW Taylors Ferry Road is designated as a City Bikeway and City Walkway in the Portland Transportation System Plan. The project is on the Primary Investment Route for Markham Elementary School in the Portland Safe Routes to School plan (2018). TriMet identified this project as Tier 1 priority to improve access to the Barbur Boulevard Transit Center as a part of the TriMet Bike Plan (2016).

Project details

This project will construct a sidewalk and widen the roadway to provide bicycle lanes on SW Taylors Ferry Rd between SW Capitol Hwy and SW 49th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements. Project staff will collaborate with the Bureau of Environmental Services to understand opportunities to extend the culvert at Woods Creek.

Project Cost Estimate: \$4,276,000

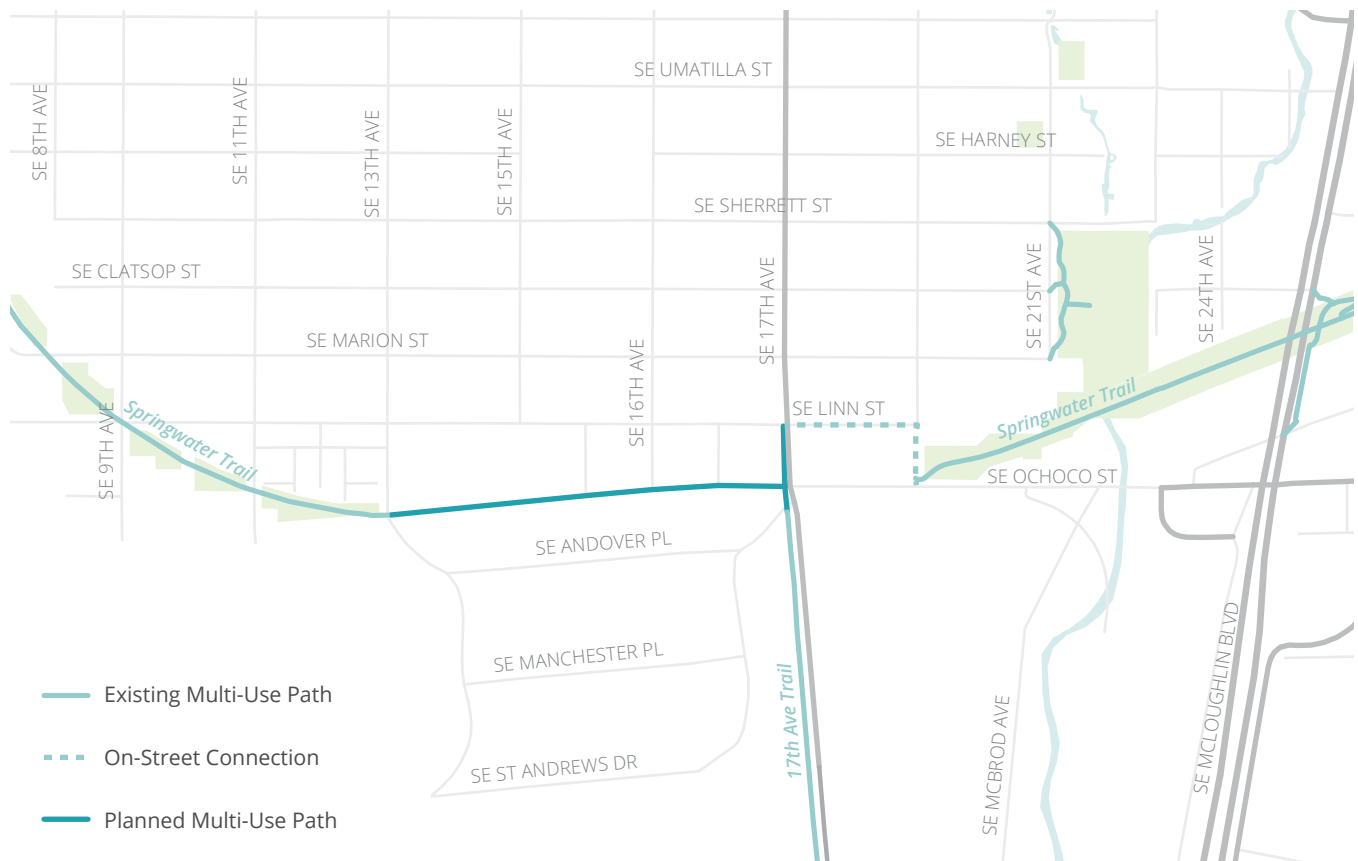
Local Match: \$600,000; RFFA Grant Request: \$3,676,000

FOR MORE INFORMATION

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H: Springwater to 17th Trail Connection



Project background and details

There exists a major gap between the Springwater Corridor Trail and Milwaukie's 17th Ave Trail that limits their attractiveness as major commute routes to downtown Portland. Once connected, people will be able to ride from Oregon City to downtown Portland on a low-stress bikeway using the Trolley Trail, 17th Ave Trail, and Springwater Trail. This project will fill this gap, and will also make progress toward filling the gap in the Springwater Trail to the east.

Project Cost Estimate: \$6,534,000

Local Match: \$1,000,000; RFFA Grant Request: \$5,534,000

FOR MORE INFORMATION

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ORDINANCE No. 189555

*Authorize application to the Metropolitan Transportation Improvement Program Regional Flexible Funds for 2022-24 for 8 grants up to \$36 million (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Metro is responsible for the application and programming of federal transportation funding for the Portland Metropolitan Planning Organization.
2. In this cycle, Metro anticipates allocating approximately \$142 million, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.
3. This process allocates money both to region-wide investments that make our communities more livable and give people choices in how they travel, and to individual projects planned and built by local transportation agencies.
4. Following the adoption of the 2018 Regional Transportation Plan (RTP), JPACT and the Metro Council decided that Regional Flexible Funds for individual projects should be focused on achieving the four primary RTP investment priorities: advancing Equity; improving Safety; implementing the region's Climate Smart Strategy; and, managing Congestion.
5. City staff used the recently adopted 2018 Regional Transportation Plan (RTP) to develop a candidate list of projects for the 2022-24 Regional Flexible Funds Process using the equity, safety, climate, and congestion priorities.
6. The candidate list of projects was reviewed with the Portland Pedestrian, Bicycle, Freight, and Bureau advisory committees. In addition, the candidate projects were reviewed and approved for submission by the Portland Transportation Coordination Committee.
7. Federal-aid projects require a minimum of 10.27% local match. Local match of up to \$9,000,000 will be provided by System Development Charge funding and/or General Transportation revenue already set aside for local match of federally funded projects in the 2022 to 2024 timeframe.

NOW, THEREFORE, The Council directs:

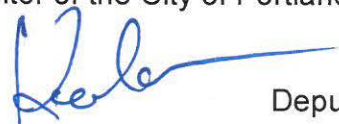
- a. The Commissioner-in-Charge is hereby authorized to make application to Metro for eight grants of up to a total amount of \$36,000,000.
- b. The Commissioner-in-Charge is authorized to provide such information and assurances as are required for the grant period.
- c. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Commissioner-in-Charge's behalf.

Section 2. The Council declares that an emergency exists because applications are due to Metro by June 21, 2019; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council, JUN 12 2019

Commissioner Chloe Eudaly
Prepared by: Mark Lear; CB
Date Prepared: May 20, 2019

MARY HULL CABALLERO
Auditor of the City of Portland
By

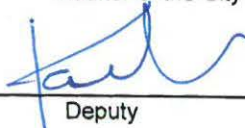


Deputy

Agenda No. **189555**
Ordinance NO.
 Title

*Authorize application to the Metropolitan Transportation Improvement Program Regional Flexible Funds for 2022-24 (Ordinance)

for 8 grants up to \$36 million

INTRODUCED BY Commissioner/Auditor: Chloe Eudaly	CLERK USE: DATE FILED <u>JUN 04 2019</u>
COMMISSIONER APPROVAL Mayor—Finance & Administration – Wheeler Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Hardesty Position 4/Safety - Eudaly	Mary Hull Caballero Auditor of the City of Portland By:  Deputy
BUREAU APPROVAL Bureau: PBOT Group: Policy, Planning and Projects Group Manager: Art Pearce Director: Chris Warner Prepared by: Mark Lear; CB Supervisor: Kristin Hull Date Prepared: May 20, 2019	ACTION TAKEN:
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan	
Council Meeting Date June 12, 2019	

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

Revised 8/2017

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	<input checked="" type="checkbox"/>	
3. Hardesty	<input checked="" type="checkbox"/>	
4. Eudaly	<input checked="" type="checkbox"/>	
Wheeler	<input checked="" type="checkbox"/>	