

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION
PROJECT NOMINATION NARRATIVE

PROJECT NARRATIVES SHOULD BE KEPT TO 12 PAGES TOTAL PER PROJECT

Active Transportation & Complete Streets projects

SE Foster Road Safety Enhancement and Streetscape Project (50th – 84th)

Process

- 1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. *(Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)***

Beginning in January 2011, the City’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) began to consider and suggest possible active transportation projects for the Regional Flexible Funds. Bureau of Transportation staff worked with the advisory committees, conducted analysis and considered projects in the Transportation System Plan (TSP) which best fit the Metro project criteria. On May 13, 2011, staff issued a press release advertising a Public Meeting for June 1, 2011 to discuss potential Active Transportation projects. Five candidate Active Transportation projects were described in the May 13th press release and discussed at the June 1st public meeting. A summary of that Public Meeting and other public comments have been forwarded to Metro staff.

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

The 2003 Foster Road Transportation & Streetscape Plan was funded through a Transportation and Growth Management (TGM) Grant administered by ODOT. Representatives from ODOT and TriMet were involved in the development of the plan through a Technical Advisory Committee.

PBOT staff met with TriMet and ODOT staff to discuss the RFFA proposal and gain feedback.

Since 82nd Ave is under ODOT jurisdiction, PBOT staff met with ODOT Region 1 staff to share and discuss elements of the 2003 Plan at the intersection of SE 82nd Ave and Foster Rd. Another meeting is scheduled for the week of August 29th, 2011. These inter-agency meetings to coordinate and refine the proposed improvements shall continue, to ensure that what is advanced into preliminary design at this intersection is supported by ODOT.

During the meeting with TriMet, PBOT staff agreed to include a minimum of \$125,000 for additional bus stop investments (e.g. seating and shelters) at TriMet 14 Busline stops along the whole corridor. The overall project includes much larger investment in improving access to

transit, bus stop environment, and transit operations. One of the project goals of the 2003 Plan is to improve transit service on Foster Rd. The recommended actions were to 1) provide consistently spaced stops and transit stop amenities, and 2) reduce travel time on the corridor. The planned improvements include elements that achieve this goal, including a bus stop curb extension that allow buses to stop in the travel lane, re-location of bus stops to the far side of the intersection, enhanced crossings coordinated with bus stops, pedestrian scale lighting, shelters, and other bus stop investments.

3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

Many stakeholders were involved in the development of the *2003 Foster Road Transportation and Streetscape Plan*. Following is a list of community groups represented on the Citizen Advisory Committee for the 2003 Plan.

- Foster-Powell Neighborhood Association
- Creston-Kenilworth Neighborhood Association
- Lents Neighborhood Association
- Lents Urban Renewal Area Citizen Advisory Committee
- Marysville Elementary School
- Foster Target Area Program
- SE Works
- Southeast Uplift
- Local business owners, including Yola's Foster Road Coffee House, Amy's Antiques, All American Eyeglass Repair, State Farm Insurance, and Mt. Scott Fuel
- Cultural Expressions
- Willamette Pedestrian Coalition
- Bicycle Transportation Alliance

Several stakeholders participated during the local process in 2011 to select the Regional Flexible Fund project for 2014-2015. A list of these stakeholders and a summary of their comments follows.

Ben Cannon, State Representative – District 46: Support Foster Road Safety Enhancements: His constituents have been advocating for improvements for a long time, particularly for Foster Rd improvements. [rep.bencannon@state.or.us, 503.236.3351]

Erika Bjerning, Foster Powell Neighborhood Association: Support Foster Road Safety Enhancements: History of traffic fatalities makes this a vital project; Funding would stop impediments to non-motorized traffic and transit, and help with economic development goals. [ericaland@comcast.net]

John Mulvey: Support Foster Road Safety Enhancements: Community fought hard to earmark \$2 million for the Foster streetscape implementation in Urban Renewal Area budget, and we need to get additional funding within the next 3 years. Community is ready to stand up and speak on behalf of this project. [john.s.mulvey@gmail.com]

Christian Smith, Foster Powell Neighborhood Association: Support Foster Road Safety Enhancements: Foster spans many neighborhoods, and many people, with 15,000 households and 38,000 residents. Foster Road is designated Main Street by Metro and the City, but it's never going to succeed as a main street if it functions as a freeway. [christianbsmith@comcast.net]

Cora Potter, Lents URA: Support Foster Road Safety Enhancements: Portion between 80th and 84th is a big barrier, and a key opportunity. Support East Portland Active Transportation to Transit: We made a huge investment in the green line, and we need to enhance the connections to it as much as possible. [cora.potter@gmail.com]

Raymond Hites, Lents Neighborhood and URA: Support Foster Road Safety Enhancements: The matching funds are necessary to make this happen; This project would have huge economic development benefits. Support East Portland Active Transportation to Transit: Would love to see the Holgate bike lanes extended down to the Holgate Library to connect to the Center St. Neighborhood Greenway. [rayhites@yahoo.com]

Jim Chasse, East Portland Action Plan: Support Foster Road Safety Enhancements: Safe projects always rise to the top. Support East Portland Active Transportation to Transit: Current bike lanes in east Portland are not adequate, the greenway enhancements are necessary to connect everything together. [jmchasse@q.com]

Doug Klotz, Pedestrian Advisory Committee: Support East Portland Active Transportation to Transit: East Portland is in need of sidewalks, everything they can get helps, especially crossing improvements. Support SW Barbur Blvd Streetscape/Pedestrian Plan: This would add a curb and sidewalk, to define the pedestrian space that is currently missing. Support Foster Road Safety Enhancements: Foster has been in need for a long time. *At the May Pedestrian Advisory Committee meeting, the PAC voted to support these three projects.* [dklotz@rdrop.com]

Carla Danley, Bicycle Advisory Committee: Support Foster Road Safety Enhancements: I think that safety is the basic responsibility of a bureau of transportation. Support East Portland Active Transportation to Transit: There should be seamless integration of the east side into the network of the rest of the system. Oppose Bike Share Program: Concerns about benefiting an area that is already transit rich and very walkable. Would like to see attributes of programs in cities in South America, such as a local access by local residents with library cards. [danleycd@yahoo.com]

Willamette Pedestrian Coalition: Support East Portland Active Transportation to Transit, SW Barbur Blvd Streetscape Plan/Pedestrian Plan Demonstrations Project and Foster Road Safety Enhancements Project. [info@wpcwalks.org]

PBOT and PDC have dedicated funds in Fiscal Year 11/12 to “refresh” the *2003 Foster Road Transportation and Streetscape Plan* to ensure the plan is current and ready to inform a subsequent design phase when RFF funds are allocated to this project in 2014-2015. The plan refresh will focus on re-affirming or revising project priorities, refining the priority elements and addressing new considerations for bicycles and streetcar. The plan refresh will be informed by and coordinated with the *Foster-Lents-Innovation-Partnership*, an effort that is currently funded by Metro through a Construction Excise Tax (CET) Grant.

Local community stakeholders and agency partners will be included in upcoming efforts to “refresh” the 2003 Plan and refine this proposed project to be funded by Metro Regional Flexible Funds and Lents Urban Renewal Area (URA) Tax Increment Finance (TIF) funding through Portland Development Commission (PDC). This will include targeted outreach to traditionally underserved communities identified along the SE Foster Rd corridor.

Location

1. **Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See page 11 for criteria relevant to prioritizing project location)**

This project has been an outstanding priority since the completion of the *Foster Road Transportation and Streetscape Plan* in 2003. It has been a candidate for MTIP – Regional Flexible Funds submitted by the City of Portland in past funding cycles. SE Foster is a safety priority since it is identified as a High Crash Corridor. The corridor has high transit ridership and monthly bus ramp deployment, especially in the District areas of the 2003 Plan, where improvements are prioritized. Improvements in the corridor will help connect people to the nearby Lents Town Center and MAX Green Line station.

The project will benefit surrounding traditionally underserved communities. There are significantly above average and above average concentrations of Low Income, Non-white (particularly Asian), Low English Proficiency and Elderly populations in the project area along SE Foster Rd, as identified on the RFFA Equity Analysis Demographics maps.

This project will leverage local public investment. PBOT and the Portland Development Commission (PDC) have already made strategic investments to begin implementing the plan since adoption in 2003. SE Foster Rd is the top priority transportation project for the Lents Town Center Urban Renewal Area and Advisory Committee. PDC has roughly \$2 million in tax increment finance funds allocated to plan implementation as significant local match to leverage federal funds. In addition, PDC has already invested in the corridor through storefront grants, small business loans and strategic property acquisition at SE 72nd Ave and Foster Rd. PDC and the City of Portland continue to invest in the area through the *Foster-Lents-Innovation-Partnership*, an effort that is currently funded by Metro through a Construction Excise Tax (CET) Grant.

Many community representatives and individual citizens have urged the City to implement this plan, including the surrounding neighborhood associations of Mount Scott-Arleta and Foster-Powell, the Foster Area Business Association and State Representative Ben Cannon who represents the district in which this section of SE Foster Rd is located.

Project definition

Base project information

1. **Corresponding RTP project number(s) for the nominated project (if applicable).**

RTP Number: 10184 Portland TSP Project Number: 70021

2. **Project sponsor agency:** City of Portland Bureau of Transportation

3. **Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager).**

Applicant lead staff:

April Bertelsen

Pedestrian Planning Coordinator

503-823-6177

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1120 SW 5th Ave, Suite 800

Portland, Oregon 97204

4. **Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. (*Metro staff is available to help design measurement methodologies for post-construction project criteria performance*)**

The SE Foster Road Safety Enhancement and Streetscape Project will design and construct priority elements of the *Foster Road Transportation and Streetscape Plan* (2003) along SE Foster Rd between SE 50th Ave and SE 84th Ave. It will primarily focus on pedestrian and bicycle crossing safety and access to transit, followed by streetscape improvements in the priority Districts identified in the 2003 Plan.

The extent to which streetscape improvements will be made in the District and possibly the Focal Point at 72nd Ave will depend upon the outcome of the plan refresh described above and available funds. The funding currently available for this project at \$3.25 Million is not adequate to build the whole 2003 Plan in 2014-15 dollars. Therefore, it will be necessary to select priority elements to be built. The 2003 Plan includes a Phasing Plan that identifies priorities for building the plan incrementally.

Based on the 2003 Phasing Plan and a new engineer's cost estimate prepared for this RFFA proposal, PBOT engineers estimate that the following elements can be fully or partially funded through a \$3.25 Million project. They are in priority order. These elements will either be re-affirmed or revised through the plan refresh process prior to 2014.

- **Crossing safety enhancements** at following crossing locations along the whole corridor. The types of enhanced crossing safety treatments are described in question 7 below.
 - SE 58th Ave

- SE 60th Ave (or alternate location to be determined)
- SE 61st Ave
- SE 65th Ave
- SE 69th Ave
- **Bus stop investments.** Provide up to \$125,000 of additional bus stop investments (e.g. seating, shelters, ADA landing pads) at multiple locations along the whole corridor, to be determined in coordination with TriMet.
- **Bike parking.** Individual bike racks dispersed all along the whole corridor. Two high capacity artistic racks in bike corrals located in the Districts or along the corridor.
- **Public Art.** Local funding sources are subject to the “2 Percent for Art” City Policy. Therefore, 2% of the local funds spent on construction will be dedicated to providing art on the corridor. This will likely provide gateway treatments identified in the 2003 Plan.
- **Signal synchronization equipment upgrades** along the whole corridor.
- **“Heart of Foster” Business District** – Build the majority of the planned improvements from SE 63rd to 67th Ave. In addition to the above, the type of improvements will include: pedestrian-scale ornamental street lighting, street trees, sidewalk and ADA curb ramp improvements, curb extensions with green street stormwater management facilities, a bus stop curb extension coupled with far-side bus stop re-location, signal upgrades at 64th Ave and 67th Ave, pedestrian and bicycle accessible push buttons and pedestrian count down signal heads.
- **“Crossroads District”** – Build many of the planned improvements from SE 80th to 84th Ave. Some improvement have been built at 80th Ave and 84th Ave. In addition to the above, the following will be built at the 82nd Ave and Foster Rd intersection: wider sidewalks near the intersection with right-of-way acquisition, new ADA curb ramps, green street stormwater management facilities, possibly street trees and signal upgrades, including new signal pole and mast arms, signal head back plates for greater visibility, microwave pedestrian detection to extend the “Don’t Walk” phase for slow-moving pedestrians that remain in the crosswalk at the end of the regular phase, in-road vehicle detectors to extend the red light to avoid crashes from red light running, count-down pedestrian signal heads and accessible push buttons.
- Possibly the **“Green Link” Focal Point** – partial planned improvements at SE 72nd Ave.

See attached *SE Foster Road Safety Enhancement and Streetscape Project* map for the project extent and surrounding context. See attached Engineer’s cost estimate summary and itemized cost estimate tables for details.

Total Project Cost	\$3,250,000
RFF Request	\$1,250,000
Total Local Match	\$2,000,000

Measurement of project effectiveness will be completed following construction in a similar fashion as was done for our NE Sandy Blvd Project. It will focus on measuring the following:

- Increased crossing safety for pedestrians and bicyclists
- Reduced number of crashes and/or crash severity to improve safety for all modes

- Increased use of enhanced crossings by pedestrians and cyclists
- Increased Transit ridership on TriMet 14 Busline along SE Foster Rd
- Reduced delay to pedestrians and cyclists waiting to cross SE Foster Rd
- Increased perception of safety and comfort for pedestrians and cyclists.

5. **Please provide a purpose and need statement for the project you're nominating. (The purpose and need statement should address the criteria as they apply to the project area -e.g. increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area)**

Crossing SE Foster Rd is a safety challenge and barrier, especially for seniors and children going to nearby schools and transit. Walking along SE Foster Rd and waiting to access transit is often harsh, uncomfortable and uninviting, given the high volume of fast moving motor vehicle traffic and lack of pedestrian-scale lighting, street trees, and other pedestrian and transit amenities that help buffer from traffic.

The purpose of the SE Foster Road Safety Enhancement and Streetscape project is to achieve the following:

- Make the street a safe, pleasant, attractive and comfortable place to walk, so as to encourage people to walk more in the surrounding area and along SE Foster Rd to access local businesses, services, schools and transit.
- Help SE Foster Rd achieve the intended street design as a designated *Regional Main Street* from SE 63rd to SE 77th Ave and east of SE 80th Ave connecting to the Lents town Center and Green Line MAX station.
- Support SE Foster Rd development as a *Major Transit Priority Street* as designated in the Portland Transportation System Plan.
- Reduce number of crashes and crash severity. Improve safety for all modes.
- Improve pedestrian and bicycle crossing safety and access.
- Improve access to transit, bus stop environment and reduce transit travel time to improve the transit rider experience for current riders and encourage new and more frequent ridership.
- Increased bike parking capacity conveniently located throughout the corridor.
- Improve non-auto access for the high concentration of Low Income, Non-white (particularly Asian), Low English Proficiency and Elderly populations, identified in the project area on the RFFA Equity Analysis Demographics maps.
- Create a sense of place and strengthen local business districts.
- Stimulate economic development and private investment to help create more jobs and local destinations reachable by walking, biking and taking transit.

Highest Priority Criteria

6. **Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. (See maps/data on Metro FTP site)**

This project, as described on question 4 and 5, will improve multi-modal access for Environmental Justice and underserved populations along the SE Foster Rd Project Corridor. As indicated on the 2014-15 RFFA - Equity Analysis - Demographics Maps, there is one block group with significantly above average concentration of EJ and underserved populations and two block groups with above average concentrations around 82nd Ave and SE Foster Rd.

The project will build pedestrian and bicycle crossing safety improvements, pedestrian-scale lighting, street trees, landscaping, bike parking and transit stop improvements that will provide safer, more convenient and comfortable access to the following:

- TriMet Busline 14 along SE Foster Rd
- MAX Green Line station at SE Foster Rd and I-205 and the Lents Town Center, which is also a Pedestrian District where MTIP and Lents URA funded transportation investments are currently in design.
- Creston Elementary School, Arleta Elementary School, Mt Scott Center For Learning, and the Training and Education Center at SE 74th and Center.
- Morrison Center Adolescent Day Program
- Library at SE Holgate and 79th Ave
- Fred Meyer Supermarket at SE Foster Rd and 82nd Ave
- Many small businesses along SE Foster Rd that provide local services and places of employment.

7. **Identify the safety issues in the project area. How does the project design address safety in the area? (See bike/pedestrian crash map/data on Metro FTP site)**

There is great safety need for this project as the following crash data statistics provided by the City and ODOT demonstrate:

- SE Foster is designated a High Crash Corridor;
- SE Foster and 82nd Ave is in the first tier of statewide high crash intersections and the fourth most hazardous intersection in the City of Portland;
- Between 2000 and 2009, there were a total of 549 crashes in the three project focus areas;
- About 20 crashes resulted in injuries to pedestrian and bicyclists. Two crashes, both at 80th Ave, resulted in pedestrian fatalities.

First and foremost, this project will strategically focus on improving pedestrian and bicycle crossing safety and access to transit. The project will provide additional enhanced crossing safety treatments at existing marked crosswalk and add an enhanced marked crosswalk at one new location to provide safer and more frequent crossing opportunities. While the marked crosswalk at SE 80th Ave was recently enhanced with pedestrian-activated Rectangular Rapid Flash Beacons (RRFB) following the pedestrian fatalities at this location, other locations would benefit from similar enhancements to create a consistent treatment along the corridor. This will help increase driver expectation for there being pedestrians and cyclists present and improve

their responsiveness to stop for pedestrians and cyclists trying to cross. The enhanced crossing safety treatments proposed at non-signalized marked crosswalks were identified using the methodology and worksheet from NCHRP Report 562. They will include new median islands with Rectangular Rapid Flash Beacons (RRFB), high-visibility, ladder bar marked crosswalks, signage, advanced stop bar and signage, or similar treatments should new research and technology emerge between now and project design.

The project will also upgrade several existing signals that have out-dated equipment to provide greater safety and compliance. Specifically at 82nd Ave and Foster Rd, the signal upgrades will include new signal pole and mast arms, signal head back plates for greater visibility, microwave pedestrian detection to extend the “Don’t Walk” phase for slow-moving pedestrians that remain in the crosswalk at the end of the regular phase, in-road vehicle detectors to extend the red light to avoid crashes from red light running, count-down pedestrian signal heads, accessible push buttons, new ADA curb ramps and wider sidewalks near the intersection.

8. **How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. (See *Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served*)**

There are significantly above average and above average concentrations of Low Income, Non-white (particularly Asian), Low English Proficiency and Elderly populations in the project area along SE Foster Rd, as identified on the Equity Analysis Demographics maps. The traditionally underserved populations identified in the project area are more likely to depend upon transit, walking and biking as they are more affordable modes of transportation.

Every element of this project will address the transportation needs of traditionally underserved communities identified in the SE Foster corridor. This project focuses on improving pedestrian and bicycle crossing safety, coordinated them with bus stops, improvements to transit service, improvements to the pedestrian environment and bus stops and increased accessibility for the elderly and people with disabilities.

For example, the signal upgrades include accessible push buttons, pedestrian count down heads and at 82nd Ave pedestrian detection in crosswalks that will improve pedestrian safety by extending the “Don’t Walk” and red light phase to allow slow moving pedestrians to safely reach the curb before the signal turns green. This will greatly benefit the elderly, people with disabilities and families with small children. Wider sidewalks at 82nd Ave will provide more room for bus stops and a buffer from traffic. Multiple new curb extensions in the “Heart of Foster” District will shorten the crossing distance for pedestrians and cyclists. A bus stop curb extension in the “Heart of Foster” District will allow TriMet buses to stop in the travel lane and not pull out

of traffic. This gives priority to transit, improves transit travel time and provides more area on the sidewalk for bus stop amenities and maneuvering room.

This project proposal prioritizes improvements around the Crossroads District at SE 82nd Ave, the same area where there are high concentrations of traditionally underserved communities and high monthly bus ramp deployment.

High Priority Criteria

9. **Describe any outreach that has been conducted with EJ/underserved communities to date. (Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval)**

No additional targeted outreach has been conducted by PBOT since the 2003 Plan was developed. Additional targeted outreach will occur during the “plan refresh” in the coming year, described in question 3.

10. **Describe any conflicts with freight/active transportation you’ve identified in your project area. How does the project design address or provide mitigation to these conflicts?**

No conflicts between freight and active transportation have been identified in the project. The proposed improvements will decrease conflicts between freight vehicles and pedestrians/cyclists. Improvements, such as median islands and curb extensions, will be designed for the appropriate freight design vehicle.

11. **Does the project design include “last mile” connections? Please explain. (Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations)**

The majority of this project will improve the last mile for people walking or biking to transit, particularly the enhanced crossing safety treatments (see question 7 below for details), signal upgrades, sidewalk and ADA curb ramp improvements, pedestrian-scale ornamental street lighting, street trees, bicycle parking, green street stormwater management facilities, green curb extensions, a bus stop curb extension and \$125,000 of other bus stop investments (e.g. seating, shelters) to be identified in coordination with TriMet.

12. **Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. (See Appendix C for design elements that improve the user experience)**

This project will improve the user experience to encourage non-auto trips through the following improvements:

- Provide “green” elements along SE Foster Rd, including street trees and green street stormwater management facilities, such as planter boxes and swales, in curb extensions or the existing furnishing zone behind the curb.
- Minimize interaction with traffic by adding median refuge islands, Rectangular Rapid Flash Beacons and high visibility crosswalks at unsignalized marked crosswalks and signals upgrades at existing signals, especially 82nd Ave.
- Provide the most direct route possible. More frequent enhanced crossing opportunities will enable people to cross SE Foster Rd closer to their intended destination and reduce out of direction travel. In addition, walking and taking transit along SE Foster Rd is itself the most direct route through Southeast Portland, given that it cuts through the street grid at an angle.

13. **Does the project serve a high density or projected high growth area? Please explain. (For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project)**

This project will improve walking, biking and transit access from all along the SE Foster Rd corridor to the Lents Town Center and MAX Green Line station at SE Foster Rd and I-205. The Lents Town Center is receiving significant investment and is planned for increased density and mixed-use, including housing and employment. The TriMet 14 Busline will also connect people to the Central City, and transfers to a variety of other transit lines, including the 72 Busline along 82nd Ave where a variety of services are located.

Priority Criteria

14. **Please describe the outreach/education/engagement element of the project nomination. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination)**

None at this time.

15. **Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.**

This project will leverage local public investment. PBOT and the Portland Development Commission (PDC) have already made strategic investments to begin implementing the plan since adoption in 2003. SE Foster Rd is the top priority transportation project for the Lents Town Center Urban Renewal Area and Advisory Committee. PDC has roughly \$2 million in tax increment finance funds allocated to plan implementation as significant local match to leverage federal funds. In addition, PDC has already invested in the corridor through storefront grants, small business loans and strategic property acquisition at SE 72nd Ave and Foster Rd. PDC and the City of Portland continue to invest in the area through the *Foster-Lents-Innovation-*

Partnership, an effort that is currently funded by Metro through a Construction Excise Tax (CET) Grant.

16. **Describe how the project may help reduce the need for road and highway expansion.**

This project will make improvements to pedestrian, bicycling and transit built environment and operations. This will make travel by these modes safer, pleasant, more convenient and more competitive in terms of travel time. This will facilitate and encourage more trips by walking, biking or transit. This may help reduce the need for road and highway expansion by reducing the number of auto trips, either by replacing current trips taken by auto or reducing new trips that would otherwise have been made by auto.