



**FY 2012-2013
PEDESTRIAN & BICYCLE IMPROVEMENT
GRANT APPLICATION**

Applicant information

ORGANIZATION NAME City of Bike-a-lot		DATE 4/22/2010	
CITY OR COUNTY OF PROJECT Bike-a-lot, Pedestrian County		ODOT REGION 6	ODOT DISTRICT 15
CONTACT PERSON NAME Luke Sidewalker		TITLE Public Works Director	
ADDRESS 789 10th Avenue		PHONE (503) 555-6789	FAX (503) 555-4321
CITY, STATE, ZIP Bike-a-lot, OR 97999		E-MAIL lsidewalker@ci.bikealot.or.us	

Project information

PROJECT NAME Insteadof Drive – Bicycle and Pedestrian Improvements			
1.	TYPE OF PROJECT (CHECK ALL THAT APPLY. IF INTERSECTION OR PEDESTRIAN CROSSING IMPROVEMENT, OR OTHER, DESCRIBE) <input checked="" type="checkbox"/> Sidewalks <input checked="" type="checkbox"/> Bike-lane striping <input type="checkbox"/> Shoulder widening <input checked="" type="checkbox"/> Streetscape <input checked="" type="checkbox"/> Pedestrian crossing improvement <input type="checkbox"/> Other/describe:		
2.	NAME OF STREET, ROAD, OR HIGHWAY ON WHICH PROJECT IS LOCATED Insteadof Drive (ODOT Highway # 1004)		CHECK IF APPLICABLE <input checked="" type="checkbox"/> State highway
	CROSS STREET OR OTHER REFERENCE POINT (STATE HWY MILEPOST BEGIN/END IF APPLICABLE) Bike Boulevard to Trail Avenue (MP 1.31 to MP 1.83)	LENGTH IN FEET 2,760	SIDE(S) OF ST (BOTH, N, S, E, W, ETC.) both
3.	a. Estimated project cost, including engineering and local match	\$	475,000
	b. State's share (grant amount you are seeking).....	75%	\$ 356,250
	c. Local share (match 10% minimum)	20%	\$ 95,000
	IF SOFT MATCH, DESCRIBE City staff will provide engineering / design		
	d. Other funding source	5%	\$ 23,750
	DESCRIBE OTHER FUNDING SOURCE Tree foundation funds (for landscaping in the campus urban renewal district)		
4.	Can the project be divided into two phases? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe the two sections, costs, and your priority for completing each. This may affect project selection if there is insufficient funding for your project as submitted.		
	DESCRIBE PHASE 1 Phase I – Parking bays on south side of street, bike lanes on both sides of street	\$	275,000
	DESCRIBE PHASE 2 Phase II – Replace narrow sidewalk on north side of street; crossing improvements	\$	200,000
5.	Briefly describe the problem and the proposed solution. Describe the need, the current conditions, and how the project would improve the situation. Describe how the project would fill gaps or provide connectivity to other facilities. (See instructions for drawing and map requirements.)		
	DESCRIBE The only section of Insteadof Drive without bike lanes is from Bike Blvd to Trail Ave. There is a narrow curbside sidewalk with parking meters on the north side, making the walking environment uninviting. Bike lanes will be added on both sides and parking meters will be removed and replaced with pay stations. The 4.5' asphalt sidewalk on the north side will be replaced with a 6' concrete sidewalk and a planting strip with street trees.		

Continued...

6.	Is the proposed project included in an adopted local transportation system or capital-improvement plan?..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, IDENTIFY Bike-a-lot Transportation System Plan: Project #11 (2010-2013 timeline)
	If no, has the need been identified elsewhere? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, WHERE? TGM Refinement Plan, Insteadof Drive Corridor Plan, Campus Urban Renewal District Plan, Park Plan
7.	Have local elected officials formally expressed support for this project? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, HOW? The city council unanimously voted to include this project in the TSP.
8.	Are there currently accesses, driveways or on-street parking within project limits? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	a. If yes, have local elected officials expressed support to any proposed changes? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
9.	Are you prepared to hold public hearings if required? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
10.	Does the proposed facility lie within road or street rights-of-way?..... <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Projects in parks or abandoned railway lines are not eligible.)
	a. Will extra right-of-way need to be purchased?..... <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
11.	Does an agency other than the applicant have jurisdiction over the right-of-way? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, WHO? Project is on ODOT right-of-way.
	a. Does the right-of-way holder concur with your project request? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	b. Who will maintain the improvements, including landscaping? *
	NAME OF AGENCY City of Bike-a-lot
12.	Is the proposed project to be included in a larger project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Projects that add sidewalks or bikeways as part of new road construction or reconstruction are not eligible. Projects that tie into other work such as repaving, utility, or drainage work, are eligible and encouraged.)
	IF YES, LARGER PROJECT DESCRIPTION, TIMELINE AND OTHER FUNDING SOURCES A pavement preservation project was delayed to coincide with this grant project. If successful, the two projects will be combined, resulting in savings in engineering and administration costs.
13.	Does the proposed facility provide a link to transit or park-and-ride facilities? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, DESCRIBE Bus and Monorail run 2 blocks away on Transit Ave and Monorail Rd. Buses have bike racks; bikes hang in trains.
14.	Does the project include a railroad crossing, or is it within 500 feet of one? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	a. If yes, do the railroad company and the ODOT Rail Crossing Safety Unit concur with the project request? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
15.	The project accommodates:..... <input checked="" type="checkbox"/> Both pedestrians and bicyclists <input type="checkbox"/> Pedestrians only <input type="checkbox"/> Bicyclists only

Continued...

* Please fill in appropriate box on signature page.

16.	Are any bridges, tunnels, retaining walls, or other structures required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IF YES, DESCRIBE An 8-inch to 16-inch retaining wall will be added to the north side of Insteadof Drive to prevent soil from slumping onto the sidewalk along the cemetery,
17.	Describe project elements and design that enhance the bicycling and/or walking experience, or that create a sense of place. (See Question 7 of grant criteria for elements to consider.)
	DESCRIBE This project is located adjacent to the southeast quadrant of the University of Bike-a-lot, including the University's sports arena, site of the annual Bike-a-lot Big Event. The surrounding neighborhoods and the University have some of the highest rates of bicycling and walking in Bike-a-lot. Insteadof Drive serves as a walking route to Crosswalk Elementary, which has encouraged students to walk and bike to school. Over the years, the University has invested in supporting biking, walking, and transit instead of parking garages in order to make non-auto modes a preferred means of accessing campus. The University has created two pedestrian corridors on its campus that interconnect with Insteadof Drive. The surrounding neighborhoods are very walkable except for crossing Insteadof Drive and along the north side of Insteadof Drive. Of the 5.5 mile length of Insteadof Drive, only the project area does not have bike lanes. New bike lanes from Bike Boulevard to Trail Avenue will fill in the last missing link on the corridor and connect with bike lanes on Trail Avenue, which is a main connection between the University and the river trail system, city park and stadium. New bike lanes on Insteadof Drive will also connect to a bicycle boulevard route on Bike Boulevard and on-street bike route on Cycle Street. This project is divided into two sections: Trail Ave to Path Street and Path Street to Bike Blvd. The plan view schematic included in this proposal shows the other changes proposed in the Bike Blvd to Path Street section. In this section, there is a chain-link fence alongside the mostly asphalt sidewalk and 42 parking meters in the sidewalk that create narrow pinch points. Pedestrians must walk single file and maneuver around the meters; this problem is exasperated when thousands of people come to this area of campus at the same time for athletic events. The project will replace the meters with pay stations and create a wider sidewalk and planting strip with trees. Together, these improvements will drastically transform the walking environment on the north side of Insteadof Drive.
18.	What else should we know about your project and grant application?
	DESCRIBE Large curb extensions will be installed at the intersections with Derailleur Street and Wheel Street, which will shorten the crossing distance for pedestrians and also include vegetated flow-through storm-water devices. The University has agreed to maintain all of the plantings and also committed to removing any remaining barbed wire from the chain-link fence. The section of Insteadof Drive from Path Street to Bike Blvd is adjacent to the Ghostbike Cemetery and the University's School of Music. Pedestrian improvements include replacing parking meters with pay stations, building a low retaining wall to keep a slope from slumping across the sidewalk, and installing a curb extension at Cycle Street. The cemetery association will remove shrubs that extend across the sidewalk and work with the City to pull the slope back from the sidewalk. The Bike-a-lot Tree Foundation (BALTREF) has expressed an interest in making this section of Insteadof Drive a target area for their work and has committed part of their funding toward this project. BALTREF is working with the City and other stakeholders to enhance the tree canopy in this corridor. In addition to the new planting strip on the north side of Insteadof Drive, the City will work with BALTREF to identify other locations for new street trees including the south side planting strip and cemetery.



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GRANT APPLICATION
SIGNATURE PAGE**

PROJECT NAME Insteadof Drive – Bicycle and Pedestrian Improvements	
ORGANIZATION NAME City of Bike-a-lot	CONTACT PERSON NAME Luke Sidewalker

Signatures

Applicant — This section must be completed by all applicants.

NAME Luke Sidewalker	TITLE Public Works Director
APPLICANT SIGNATURE X	DATE 4/22/2010

Lines 7 and 8: Elected official support — This section to be completed by applicants checking Yes on Line 7 or Line 8.

NAME Elleck Ted	TITLE Mayor
SIGNATURE X	DATE 4/24/2010

Lines 11 and 11a: Support of right-of-way owner — This section to be completed by applicants checking Yes on Lines 11 and 11a.

NAME Reed Apple Kayshun	TITLE District Manager
SIGNATURE X	DATE 6/23/2010

Line 11b: Agreement from agency to maintain facility — This section to be completed by all applicants.

NAME Wee L. Dooit	TITLE City Manager
SIGNATURE X	DATE 4/22/2010

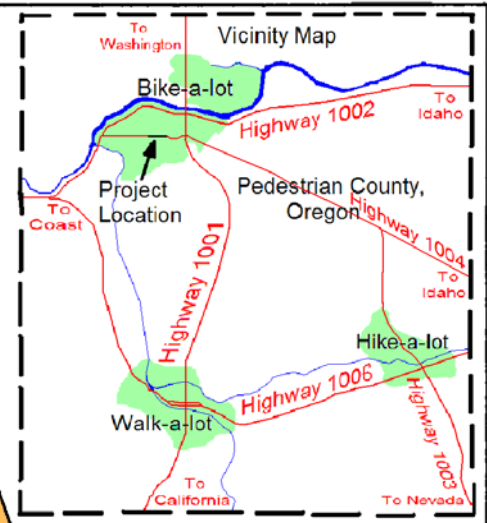
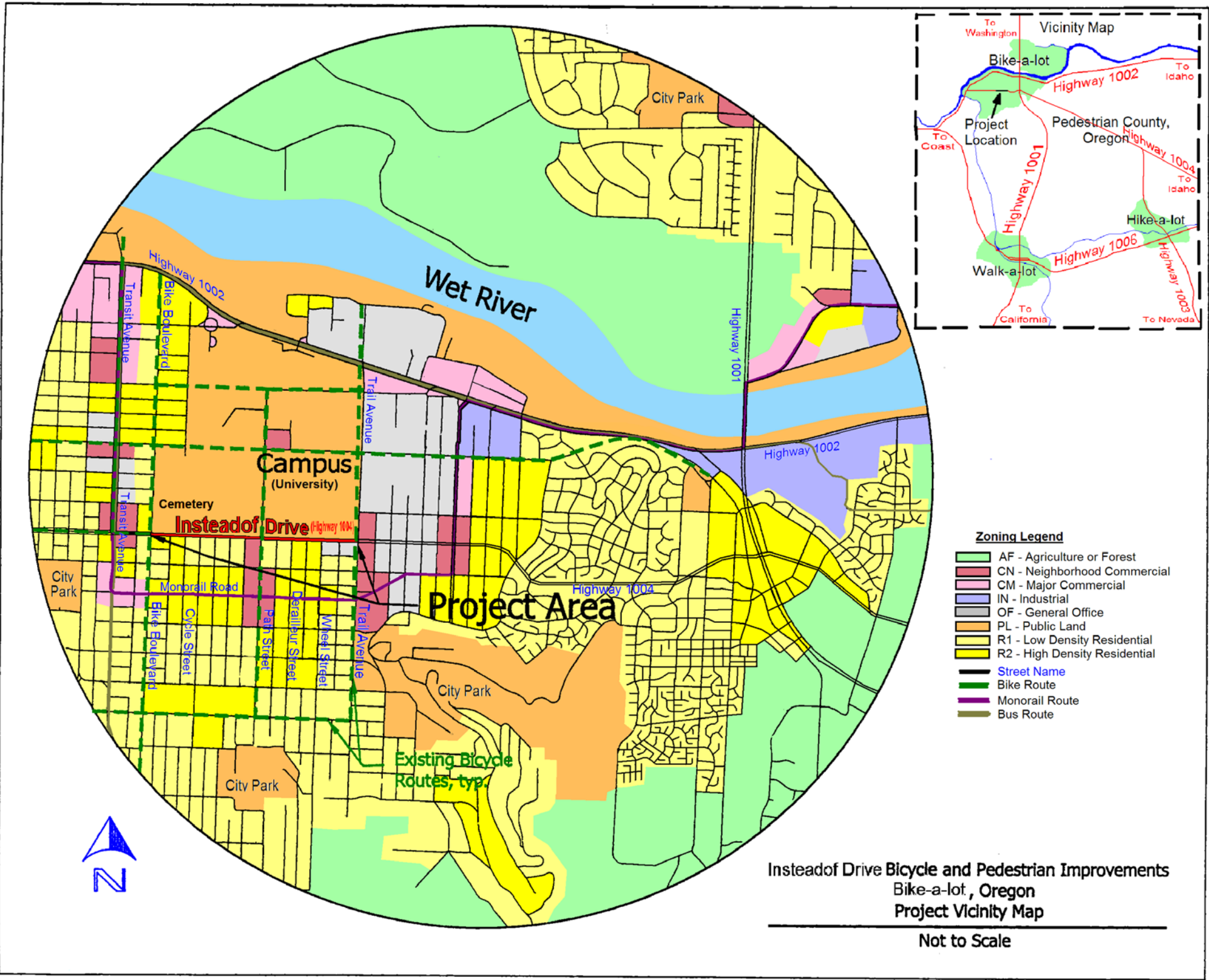
Line 14: Support from railroad company and ODOT Rail Crossing Safety Unit — This section to be completed by applicants checking Yes on Line 14.

Railroad company

NAME Monson O’Railey	REPRESENTATIVE TITLE AND NAME OF COMPANY Projects Coordinator, Bike-a-lot Rail-Transit, Inc
SIGNATURE X	DATE 5/7/2010

ODOT Rail Crossing Safety Unit

NAME Ty Caboose	TITLE ODOT Rail Crossing Safety Specialist
SIGNATURE X	DATE 5/20/2010



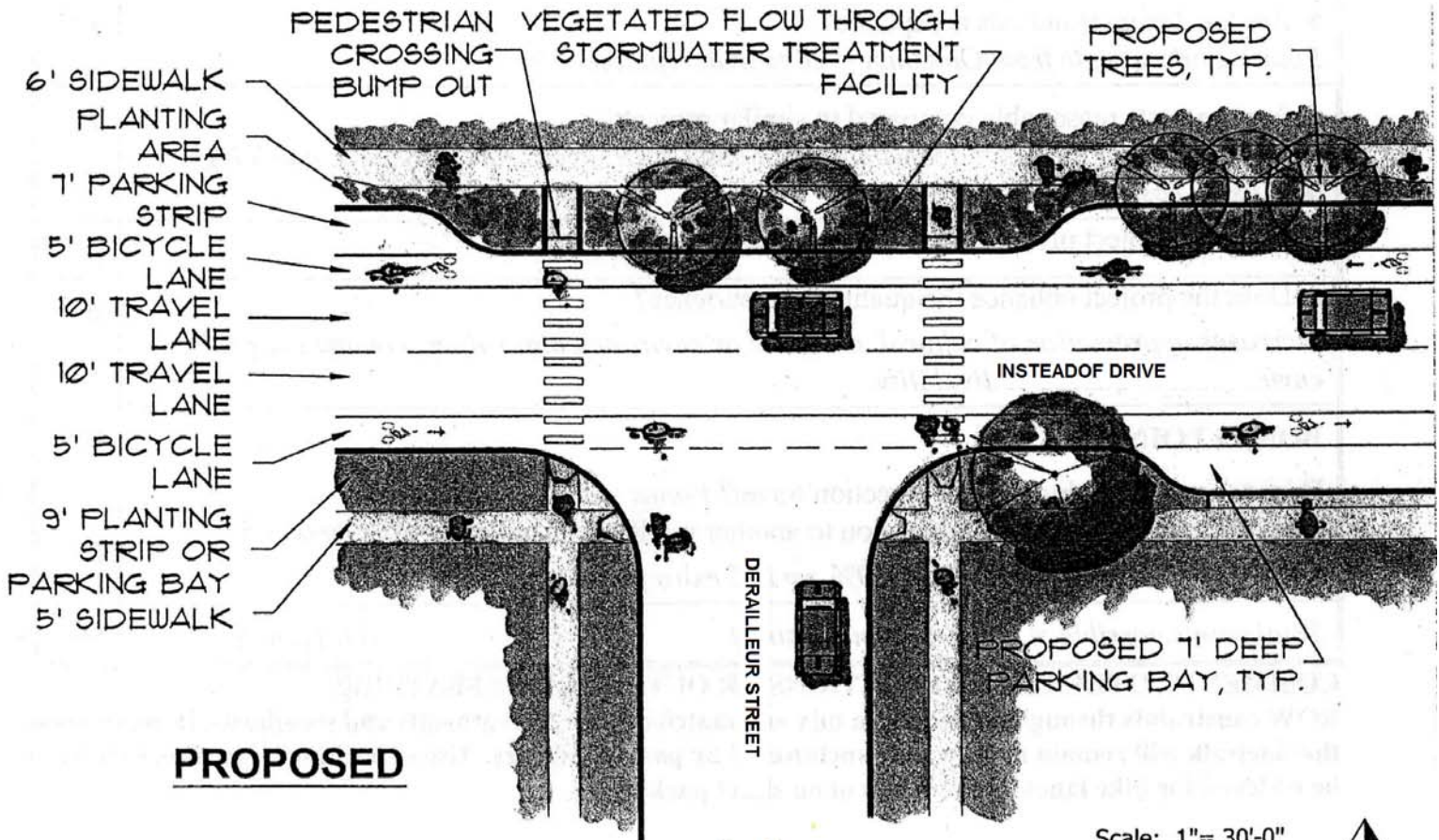
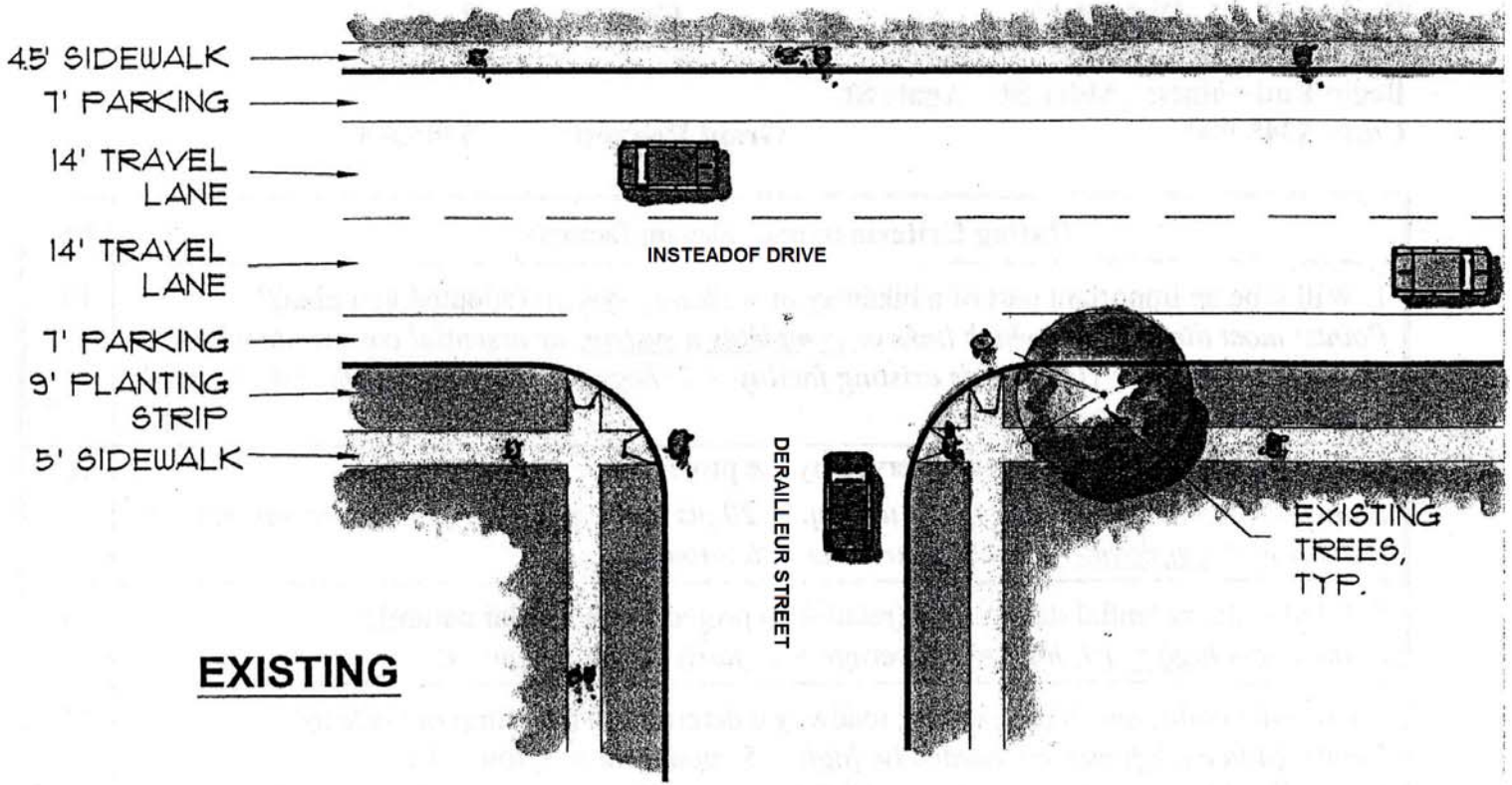
Zoning Legend

	AF - Agriculture or Forest
	CN - Neighborhood Commercial
	CM - Major Commercial
	IN - Industrial
	OF - General Office
	PL - Public Land
	R1 - Low Density Residential
	R2 - High Density Residential
	Street Name
	Bike Route
	Monorail Route
	Bus Route



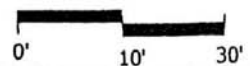
Instead of Drive Bicycle and Pedestrian Improvements
 Bike-a-lot, Oregon
 Project Vicinity Map

Not to Scale



Plan View
 Insteadof Drive - Bicycle and Pedestrian Improvements
 Bike-a-lot, Oregon

Scale: 1" = 30'-0"



Project Cost Estimate						
Insteadof Drive - Bicycle and Pedestrian Improvements - Bike-a-lot, Oregon						
Bid-Item	Unit	Unit Cost	Quantity	Total Cost	Preservation Share	Bike-Ped Share
Design	Hours	\$ 100.00	500	\$ 50,000.00	\$ 40,000.00	\$ 10,000.00
Permitting	Lump Sum	\$ 5,000.00	1	\$ 5,000.00	\$ 4,000.00	\$ 1,000.00
Construction Mgt / Inspection	Hours	\$ 100.00	400	\$ 40,000.00	\$ 32,000.00	\$ 8,000.00
Engineering / Design Subtotal				\$ 95,000.00	\$ 76,000.00	\$ 19,000.00
Mobilization	Lump Sum	\$76,557.39	1	\$ 76,557.39	\$ 61,245.91	\$ 15,311.48
Temporary Traffic Control	Lump Sum	\$22,000.00	1	\$ 22,000.00	\$ 17,600.00	\$ 4,400.00
Temporary Signs	Each	\$ 70.00	35	\$ 2,450.00	\$ 1,960.00	\$ 490.00
Temporary Plastic Drums	Each	\$ 50.00	12	\$ 600.00	\$ 480.00	\$ 120.00
Flaggers	Hours	\$ 45.00	4	\$ 180.00	\$ 144.00	\$ 36.00
Erosion Control	Lump Sum	\$ 5,000.00	1	\$ 5,000.00	\$ 4,000.00	\$ 1,000.00
Inlet Protection	Each	\$ 150.00	2	\$ 300.00	\$ 240.00	\$ 60.00
Sediment Barrier	Lump Sum	\$ 350.00	1	\$ 350.00	\$ 280.00	\$ 70.00
Pollution Control	Lump Sum	\$ 800.00	1	\$ 800.00	\$ 640.00	\$ 160.00
Mobilization & Traffic Control Subtotal				\$ 108,237.39	\$ 86,589.91	\$ 21,647.48
Aggregate Base	Cubic Yard	\$ 55.00	300	\$ 16,500.00	\$ 16,500.00	\$ -
Asphalt (HMAC)	Ton	\$ 115.00	4,000	\$ 460,000.00	\$ 460,000.00	\$ -
Overlay Subtotal				\$ 476,500.00	\$ 476,500.00	\$ -
Sidewalk	Square Feet	\$ 6.50	16,560	\$ 107,640.00	\$ -	\$ 107,640.00
Sidewalk Ramps	Each	\$ 1,100.00	56	\$ 61,600.00	\$ -	\$ 61,600.00
Curb	Lineal Feet	\$ 4.50	2,760	\$ 12,420.00	\$ -	\$ 12,420.00
Wearing Surfaces Subtotal				\$ 181,660.00	\$ -	\$ 181,660.00
Stormwater Bioswale	Each	\$ 4,000.00	6	\$ 24,000.00	\$ -	\$ 24,000.00
Landscaping	Lump Sum	\$23,000.00	1	\$ 23,000.00	\$ -	\$ 23,000.00
Retaining Wall	Square Feet	\$ 15.00	5,300	\$ 79,500.00	\$ -	\$ 79,500.00
Earthwork Total				\$ 126,500.00	\$ -	\$ 126,500.00
Parking Meter Removal	Lump Sum	\$ 3,000.00	1	\$ 3,000.00	\$ -	\$ 3,000.00
New Parking Meters	Each	\$ 1,200.00	42	\$ 50,400.00	\$ -	\$ 50,400.00
Street Furnishings Subtotal				\$ 53,400.00	\$ -	\$ 53,400.00
Crosswalk Markings	Lineal Feet	\$ 6.00	300	\$ 1,800.00	\$ -	\$ 1,800.00
Bike Lane Stencils	Each	\$ 200.00	30	\$ 6,000.00	\$ -	\$ 6,000.00
Bike Lane Striping (8")	Lineal Feet	\$ 0.55	5,520	\$ 3,036.00	\$ -	\$ 3,036.00
All Other Lane Striping (4")	Lineal Feet	\$ 0.50	5,520	\$ 2,760.00	\$ 2,760.00	\$ -
Striping Subtotal				\$ 13,596.00	\$ 2,760.00	\$ 10,836.00
SUBTOTAL				\$1,054,893.39	\$ 641,849.91	\$ 413,043.48
Contingency	Percent	15%	1	\$ 158,234.01	\$ 96,277.49	\$ 61,956.52
TOTAL PROJECT COST				\$1,213,127.40	\$ 738,127.40	\$ 475,000.00
Funding Summary						
Insteadof Drive - Bicycle and Pedestrian Improvements - Bike-a-lot, Oregon						
Cost of larger project (includes street preservation + bike-ped grant work)				\$	1,213,127.40	
Cost for bike-ped work only (scope of grant application)				\$	475,000.00	
Requested State Funding (Grant Award)				75%	\$	356,250.00
City Staff (soft match) = project mgt, engineering design, flaggers				20%	\$	19,036.00
City's street fund (less preservation portion)					\$	75,964.00
Bike-a-lot Tree Foundation (BALTREF) funds				5%	\$	23,750.00
TOTAL					\$	475,000.00

First
Letter
of
support
goes
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Second
Letter
of
support
goes
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Third
Letter
of
support
goes
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Fourth
Letter
of
support
goes
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