



## Transportation Project Sponsors

### 1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: <input type="text" value="Portland Bureau of Transportation"/>	
Contact Person Name: <input type="text" value="Mark Lear"/>	Title: <input type="text" value="Projects / Funding Mgr"/>
Street Address: <input type="text" value="1120 SW 5th Ave, Room 800"/>	Phone: <input type="text" value="(503) 823-7604"/>
City, State Zip: <input type="text" value="Portland, OR 97204"/>	
E-mail: <input type="text" value="roger.geller@portlandoregon.gov"/>	

### 2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

## Transportation Project Information

### 3. Project Name–REQUIRED

Project Name:

### 4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$7,500,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$7,500,000	100%
Matching Funds	\$770,250	10.27%
Requested Funds	\$6,729,750	89.73%

### 5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

Portland's pre-2010 bikeway network was built under guidance that pre-dated the NACTO Urban Bikeway Design Guide and other modern guidance. Projects implemented since 2010 adhere to higher design guidelines. This city-wide project will update to current guidelines key elements of the pre-2010 network on both neighborhood greenway/bicycle boulevards and bicycle lane streets. These improvements will include speed and volume control where lacking on neighborhood greenways/bicycle boulevards as well as crossing treatments to allow safe crossings of collector streets. The project will also provide more separation between bicycle lanes and general purpose lanes by creating buffered or physically-protected bicycle lanes and will also fill in missing gaps in the bicycle lane network.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

### 6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes       No

If yes, describe the status of the previous STIP project.

### 7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes       No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

### 8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

Recent research validated Portland's "4 types of cyclists" approach to building bikeways, which posits that the design of bikeways must address people's concerns about safety and comfort if they are to use a bicycle for transportation. Much of Portland's bikeway network was built before this understanding began to influence facility design. Municipalities across the country, including Portland, are now implementing advanced bikeway designs to good effect. If Portland is to offer bicycle transportation as a true choice for most people, then the city's bikeways must address their concerns for safe and comfortable operations. This project, by bringing much of the pre-2010 bikeway network to current guidelines, addresses key deficiencies in Portland's bikeway system.

### 9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Portland"/>	County: <input style="width: 90%;" type="text" value="Multnomah"/>
MPO: <input style="width: 90%;" type="text" value="Metro Region"/>	Special District: <input style="width: 90%;" type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Project is an update of approximately 60 miles of facilities city-wide. See attached map.

### 10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)



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<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

## 11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

Approximately 26.5 miles of Portland’s 30 miles of pre-2010 neighborhood greenway/bicycle boulevards lack the type of speed control (speed bumps) that would help these streets qualify for 20 mph speed limits under ORS 810.180.10. This project will provide speed bumps on these streets designed to bring the 85th percentile speed to 20 mph. The project will also move stop signs to streets entering the neighborhood greenway/bicycle boulevards to allow free-flow conditions for people bicycling. The project will also construct physical barriers on neighborhood greenway/ bicycle boulevards where needed and when conditions permit to maintain traffic volumes below the 2,000 motor vehicle per day threshold required under 810.180.10. Finally for neighborhood greenway/bicycle boulevards, the project will upgrade crossings of collector streets identified as deficient under NCHRP 562 analysis. Crossing treatments will include beacons, signals, curb extensions and pavement markings and median refuges as appropriate.

Approximately 30 miles of streets currently striped with bicycle lanes offer “low-hanging fruit” targets for creating more separation between people bicycling and motor vehicle traffic. Most of these roadways are now striped with standard bicycle lanes (5-feet in width or narrower). This project will retrofit these bicycle lanes to better reflect the designs being advanced by the City of Portland, by the Oregon Department of Transportation and by jurisdictions across North America, which are increasingly planning and building bicycle facilities on higher traffic volume streets as either buffered bicycle lanes or as cycle tracks that are physically protected from general purpose travel lanes by barriers. The city has employed several designs that provide more separation and protection for people bicycling depending on the conditions found on any particular roadway. These designs include: bicycle lanes with a painted buffer; wide bicycle lanes painted green to deter automobile incursion; parking-protected cycle tracks, grade-separated cycle tracks and barrier-protected cycle tracks. In addition to improvements along the corridors, we will also



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improve pedestrian crossings at key locations of these multi-lane arterial streets.

In addition to the above capital improvements, the funds requested would also pay for some level of project planning. This will include outreach to the public for notification about project design and development of engineering drawings.

The scoping and design elements of this project embrace some of the key principles of Practical Design. This project will do just what's needed (build higher quality bikeways) to achieve specific results (get more people riding). By addressing key elements in our bikeway network that are deficient we will make the whole system better, which will provide us a tremendous return on investment both for the resources already invested in Portland's system as well as for these new requested funds.

The project can be phased. Phasing can be done so as to focus on improvements to entire corridors at a time in order to provide facilities with independent utility.

## 12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

## 13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

## Timetable and Readiness Information

**14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.**

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
2017	Bid Let Date
2017	Construction Contract Award
2018	Construction Complete
N/A	Capital Equipment Purchase
2018	Operations/Service Begin
N/A	Other Major Milestone:
2018	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>

**15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED**

- Yes       No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

Projects are on existing bikeways in Portland, all of which are classified as "City Bikeways" in the city's Transportation System Plan. The plan to improve Portland's existing bikeway network is identified in The Portland Bicycle Plan for 2030, which was adopted by Portland City Council in February 2010. Page 114 of the plan identifies this project as "Improving existing bikeways."

**16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED**

- Yes       No



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

OTP Policy 1.1 expresses the State of Oregon's plan to "develop a balanced, integrated transportation system with modal choices...." Strategy 1.1.4 requires that projects use the most cost-effective modes and solutions over the long-term. This project, by developing high-quality facilities, will make bicycle transportation available to more people. This effectively adds more capacity to the system and contributes new facilities to the system. Bicycle transportation has been the largest contributor to Portland's approximately 10% decrease in all automotive trips in the 17-year period 1994-2011 (based on the 2011 Oregon Household Activity Survey, increases in bicycle use contributed 45% of the reduction). This reduction in per capita driving contributes to "improving the efficiency and operational capacity of existing transportation infrastructure..." as called for in Strategy 1.1.4.

## Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

### 17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project will increase levels of bicycle use for transportation in Portland and will contribute to the trend of decreasing automobile use per capita in the city. This offers an effective means to reduce current and expected future roadway congestion that also reflects a high return on investment for transportation dollar spent. Overall per capita automobile use has declined approximately 10% in Portland since 1994 (based on Oregon Household Activity Survey data). Increases in bicycle transportation have been the largest contributor to this reduction. Improvements requested in this project are proximate to and could influence travel behavior on three state facilities: Barbur Boulevard, Lombard Street and Powell Boulevard. To the extent that this project encourages increased use of bicycling and to the extent that that increased used of bicycling continues to contribute to less automobile use, then this project will have a beneficial effect on reducing congestion on state-owned highways.

Reductions in per capita automobile use achieved through increased use of active transportation are among the least-expensive means to reduce traffic congestion. A roadway expansion or intersection improvement project with the same system-wide congestion-reducing benefit would cost significantly more than this project.

### **18. Mobility**

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

People riding bicycles represent a rapidly increasing segment of overall transportation system users in the City of Portland. Encouraging increased bicycle use is a key element of Portland's and the state's goals of providing a balanced, efficient, cost-effective and integrated multimodal transportation system. That this is so is codified in Portland City Goals and policies, in the city's transportation system plan and also in the State of Oregon's laws, goals, administrative rules and plans. Modest investments in bicycle transportation have been demonstrated to enhance mobility for system users and have been principally responsible for the growth in bicycle use that Portland has experienced. However, we recognize that existing design solutions have limited appeal to the "strong and fearless" cyclist. It is these few (estimated at between 1-4% of the population) who are willing to brave travel adjacent to high volumes of fast-moving automotive traffic in narrow bicycle lanes or who are willing to cross collector streets in the absence of crossing treatments. This project addresses these deficiencies on key corridors in every neighborhood in Portland. This project will also make bicycle travel more time-competitive with other modes by reducing stops on neighborhood greenway/bicycle boulevard routes and stream-lining operations at intersections. The intersection treatments will also benefit pedestrians approaching intersections that are now extremely difficult to cross.

### 19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

By improving numerous crossings and operations along neighborhood greenway/bicycle boulevards, as well as by creating safer and more appealing conditions on busy roadways, this project provides and improves access to common destinations in every quadrant of Portland. As shown on the project map, most of the improvements are on bikeways that provide direct or proximate access to commercial and employment areas. However, access is not limited to commercial areas. These improvements also provide direct access to many schools, parks and transit facilities both for people bicycling as well as for people walking, as all people using active transportation will benefit from the crossing treatments.

The absence of bicycle lanes on which people feel safe and comfortable presents an operational gap to a majority of people. Though there may be a bicycle lane present on busy streets most people do not find a 5' bicycle lane appealing enough to use. Research on this topic consistently points to the need for greater separation between motor vehicles and people riding bicycles. By improving the quality of our bikeways we will be filling in significant gaps in service and provide access to many more people across the breadth of Portland. These are the types of facilities-- bicycle boulevards and wider, protected bicycle lanes--that expand bicycle transportation as a choice for all able-bodied Oregonians.

## 20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

Bicycle transportation contributes to economic vitality in 3 ways. First, by lowering the overall household burden of transportation the increased use of the bicycle makes more money available for local commerce. This idea has perhaps been best expressed in a document developed for CEO's for Cities, titled "Portland's Green Dividend," which posits that approximately \$800,000,000 that would have otherwise left the Portland metropolitan region instead annually circulates in the local economy simply because residents drive less than the national average. That bicycle transportation contributes to economic vitality is also demonstrated by the growing number of Portland business owners (approximately 165) and business associations (approximately 12) who have requested that the city remove on-street car parking and replace it with on-street bicycle parking ("bicycle corrals"). There are 87 currently on the ground and a wait list of approximately 80 more (and growing).

Second, bicycling has long been a focus for both the state's tourism agency as well as for Travel Portland, the agency that promotes tourism in the city. Both agencies fully support the city's efforts to improve conditions for bicycle transportation as that tends to attract more tourists to the state and city.

Third, by reducing congestion in our commercial districts, increasing use of bicycle transportation contributes to better v/c ratios and LOS conditions for the movement of private automobiles and goods.

## 21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

Goal 6 of Portland's Comprehensive Plan directs the city to "[lessen] reliance on the automobile," in part to "[reduce] air, noise and water pollution..." The Climate Action Plan 2009, jointly developed and adopted by Multnomah County and the City of Portland, calls for a 25% bicycle mode split to contribute to reductions in greenhouse gases. The Portland Plan, adopted by Portland's city council in 2012, calls for a 70% non-automotive mode split. The Portland Bicycle Plan for 2030, adopted in 2010, similarly calls for a 25% bicycle mode split. From existing mode split conditions there is no other current means to reduce from the transportation sector greenhouse gas emissions, and those of other pollutants, that is as demonstrably effective and cost-efficient as is increasing bicycle transportation.

More use of active transportation is a key element in ensuring that future generations will both be able to meet their mobility needs and conserve natural resources.

## 22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

Greater design for and use of bicycle transportation contributes to an urban form that supports the type of mixed land uses that encourage efficient development. There are rapidly developing commercial streets in Portland that benefitting from bicycle use that accounts for 25 percent and more of all vehicles on these streets. Increasing bicycle use reduces the demand for both on- and off-street automobile parking, allows signal timing that better facilitates pedestrian movements and minimizes the need for roadway expansion. These all contribute to the types of pedestrian-friendly, low-automotive traffic environments that, under the right conditions, can foster local economic development.

This project, by improving not just individual facilities but the overall bicycle transportation network in all areas of Portland, will contribute to the increased use of active transportation—bicycling and walking—that contributes to efficient land use.

### **23. Livability**

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The focus of this project is to encourage increased use of active transportation by improving the city's bicycle transportation network. These types of improvements have long been recognized in the public health community (and are reflected in recent transportation policies adopted by the Federal Center for Disease Control and Prevention), and more recently by the US DOT as significantly contributing to the development and strengthening of both healthy lifestyles and healthy communities.

## 24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

One of the tenets of designing bicycle facilities is that they both appear safe and are safe. The appearance of safety is important to attract new users. Of course, the appearance of safety is founded on the fact that the designs truly are safe. The improvements to be built with this project will contribute to safety for people bicycling and walking in several clearly understood ways. First, they will lower speeds. Second, they will separate people bicycling and walking in space and/or time from motor vehicle operators. Portland's neighborhood greenway/bicycle boulevards are the safest facilities on which to bicycle in the city. The improvements here proposed are designed to lower automotive speeds to 20 mph and to reduce traffic volumes to a maximum of 2,000 cars per day. The crossing treatments will all follow or exceed the guidelines for such treatments as identified in the National Cooperative Highway Research Program Report 562, which guides traffic engineers on the correct treatment for roadway crossings. The greater separation between people bicycling and driving on bike lane streets creates more margin for error or, in the best designs, provide physical barriers between them. All emerging research supports that bikeways on busy streets that provide some form of physical separation between roadway users are safer than standard bicycle lanes.

## 25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

By design, this project spreads improvements across 60 miles of Portland's bicycle transportation network and includes improvements at more than 60 intersections. It will benefit a large segment of Portland's community. The project also includes improvements in areas identified as being high in indicators of disadvantage and low in access to low-stress bikeways. This includes areas of East Portland (east of I-205) and some areas of Southwest Portland. Many of these areas are also identified as transportation-disadvantaged because of lack of access to transit and close proximity to freeways and other large arterial or collector roadways.

As the means of transportation offering the best combination of affordability and mobility, bicycling is perhaps the most equitable means of transportation. To the extent that this project will make bicycling more usable to more people this project offers improved economic equity to the community by contributing to a reduction on the burden of household expenses.

## 26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

Bikeways generally have lower maintenance needs than other transportation facilities. Because they carry low automotive but high bicycle volumes, neighborhood greenway/bicycle boulevards require less frequent maintenance than other roadways carrying comparable volumes travelers. The most significant ongoing maintenance requirement for bicycle streets is the annual refreshing of lane striping. That will be handled through regular maintenance operations by the city.

## Budget Information

### 27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$457,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$1,143,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$1,600,000</b>
Utility Relocation		
Construction	\$5,900,000	
<b>Construction Project Costs Total</b>		<b>\$5,900,000</b>
<b>Total Eligible Project Cost</b>		<b>\$7,500,000</b>
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

### 28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Portland	\$770,250	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$770,250	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



## Submittal Approval

### 29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature:  Date:

### 30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature:  Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

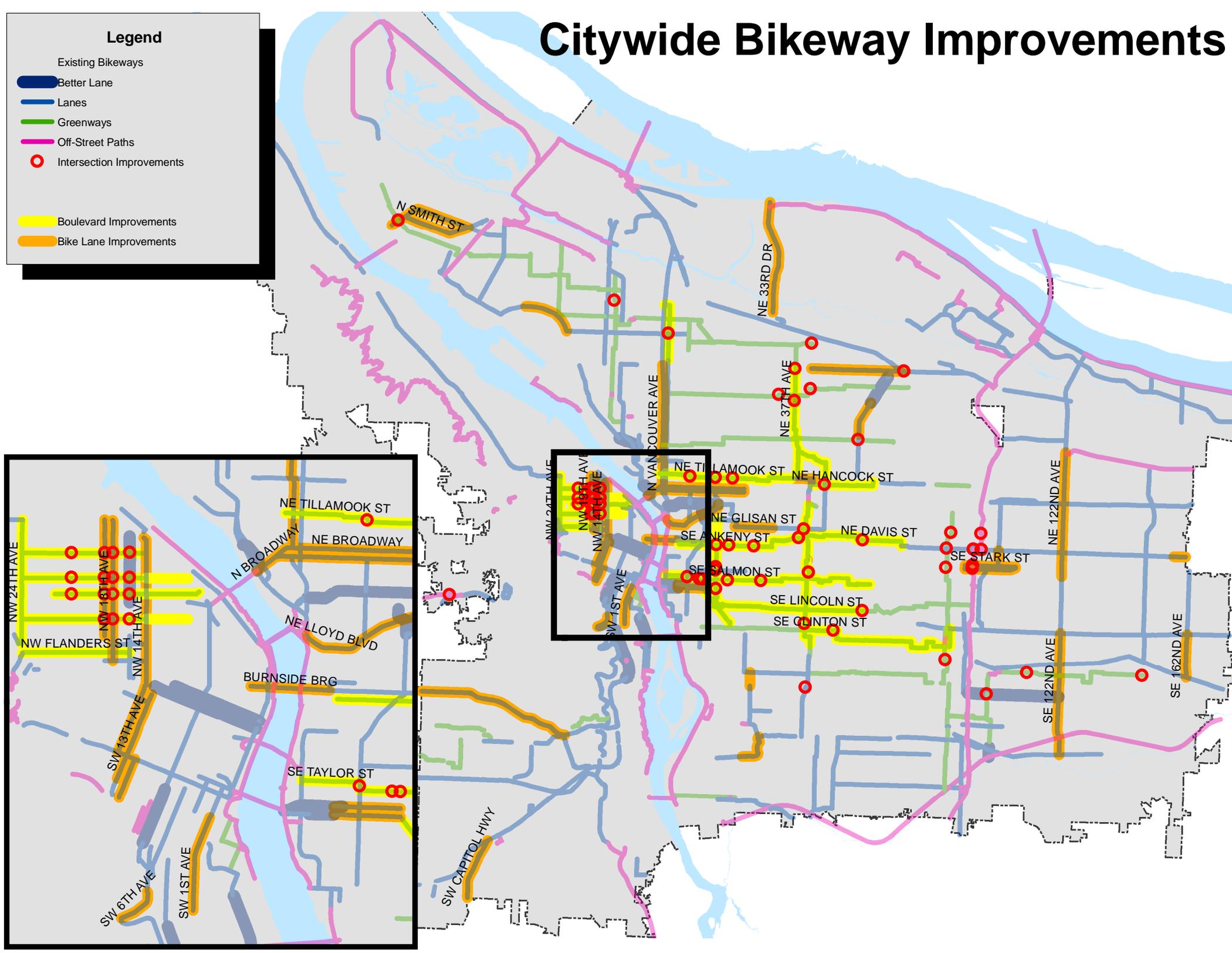
# Citywide Bikeway Improvements

## Legend

Existing Bikeways

- Better Lane
- Lanes
- Greenways
- Off-Street Paths
- Intersection Improvements

- Boulevard Improvements
- Bike Lane Improvements





OFFICE OF MAYOR SAM ADAMS  
CITY OF PORTLAND

Date: November 27, 2012  
To: STIP Enhance Region 1 Project Selection Committee  
From: Sam Adams, Mayor  
RE: City of Portland STIP Enhance Grant Applications

Please find the attached applications for State Transportation Improvement Program (STIP) Enhance funding from the City of Portland. Our grant request reflects a balanced approach to addressing basic services like traffic safety, economic vitality and neighborhood livability with low-cost, environmentally responsible solutions.

The projects were developed with assistance from our City Council appointed Freight, Bicycle and Pedestrian Citizen Advisory Committees. In addition to conforming to Oregon Transportation Plan Goals, the City of Portland's project request is informed by local criteria including:

- City Budget Priorities – Developed in cooperation with PBOT Budget Advisory Committee
  - Improves transportation safety
  - Maintains transportation assets
  - Enhances public health and livable communities
  - Supports economic vitality
- Portland Plan Objectives
- Portland Bicycle Plan for 2030 Project Criteria
- Portland Freight Master Plan
- Portland Pedestrian Master Plan objectives as identified in the Transportation System Plan

Similarly, the STIP Enhance request was developed in concert with other State and regional funding opportunities. In addition to our Enhance request we are working with our partners to advance several important projects including:

- Partnership and support for funding on State of Oregon facilities in Portland including SE Powell Blvd, SW Barbur Blvd, and NE/SE 82<sup>nd</sup> Avenue including the use of both Enhance and Fix-It funds
- Partnerships with ODOT, TriMet and Metro on important East Portland in Motion project to be funded by Metro's Regional Economic Opportunity Fund and regional Enhance project applications on priority transit corridors (Division/Powell and Barbur)

I look forward to working with this committee to identify and fund our community's priority projects.

Sincerely,

Sam Adams  
Mayor, City of Portland



## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

November 26, 2012

Director Tom Miller  
Portland Bureau of Transportation  
1120 SW 5<sup>th</sup> Avenue, Suite 800  
Portland, OR 97204

Re: 2016-18 ODOT STIP Enhancement Grant Proposals

Dear Director Miller:

The Southwest Neighborhoods, Inc., Transportation Committee met on November 19 and addressed the matter of Portland Bureau of Transportation's applications for the Oregon State Transportation Improvement Program (STIP) enhancement grants. After discussion, the committee voted strongly in favor of supporting PBOT's grant applications for the following projects:

- SW Barbur Boulevard Demonstration Project
- Citywide Bikeway Improvements (existing facilities)
- SW Network Access Improvements (safety improvements identified in the 2030 Bicycle Plan, interim improvements and project development for the intersection of Garden Home Road and Multnomah Blvd, and safety improvements to the intersection of SW 30th and Capitol Highway)
- South Waterfront Greenway Trail (project development)
- Red Electric Trail

We hope ODOT recognizes the value of the projects in your grant applications, which will address long standing safety and accessibility deficiencies in our community. We appreciate the opportunity to express our support for these projects. Thank you for your consideration.

Sincerely,

Marianne Fitzgerald  
President, Southwest Neighborhoods

CC: Dan Bower, Mark Lear  
Active Transportation Division  
Portland Bureau of Transportation

Oregon Department of Transportation  
Enhance Program  
Attn: Jeffrey Flowers, Region 1 Program and Funding Manager  
123 NW Flanders  
Portland OR, 97209

618  
NORTHWEST  
GLISAN  
SUITE 401  
PORTLAND  
OREGON  
97209  
BTAOREGON.ORG  
T503  
226  
0676  
F503  
226  
0498

November 26, 2012

The Bicycle Transportation Alliance would like to thank the Oregon Transportation Commission (OTC) for their efforts in designing a 2015-18 STIP development process that has a goal of ensuring that projects are selected that “address a wide range of issues, from safety, mobility, and accessibility to economic development, sustainability, energy, health and community livability.” (Introduction to Enhance and Fix-It for 2015-18 STIP, September 24, 2012)

In addition, we applaud the direction provided by the Governor in your August 24<sup>th</sup>, 2011 meeting where he called on the OTC to:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to sustainable, safe, lower carbon, multi-modal system
5. Maximize the benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

It is for these reasons, that the BTA strongly encourages you to fund the attached list of projects submitted for Enhance funding by the City of Portland.

1. Portland has developed the list after extensive discussion with neighbors, businesses, other agencies, and multimodal advocates.
2. The Portland Bureau of Transportation has worked closely with ODOT and TriMet to ensure the best projects, regardless of ownership.
3. Across the board, these projects represent what is possible when transportation projects are selected and designed to meet a multitude of community objectives.
4. Projects identified by the City of Portland help build a sustainable, safe, low-carbon multi-modal system
5. Almost every project uses the principles of practical design and least cost to ensure the maximum benefits for the lowest cost.

Thanks for the opportunity to provide feedback on the proposed list of projects. We look forward to working with the City of Portland and OTC to help create healthy, sustainable communities by making bicycling safe, convenient, and accessible.

Sincerely,



Rob Sadowsky  
Executive Director



<b>City of Portland Grant Applications - STIP Enhance Grant</b>	
<b>Name (Alphabetical)</b>	<b>Description</b>
Barbur Demonstration Project	Barbur Demonstration Project (SW 19-26th)
Broadway/Wheeler Intersection Safety	Signal at N. Broadway and N. Wheeler
Complete Safe Networks	Eliminate bicycle and pedestrian safety gaps in existing network
Cully Connection	Cully Greenways, Killingsworth Sidewalk Improvements and Buffered Bike Lane (NE 42nd to NE 72nd Ave)
Foster Road Safety Project	Foster Rd Safety Project, Scoping TBD
N Williams Traffic Safety Project	N. Williams Traffic Safety Project
Phase II - St. Johns Truck Strategy Phase 2	A package of safety and freight access improvements
Red Electric	Red Electric Improvements - Alpenrose to School Connections
Safe Routes Safety Education	Safe Routes to School - Education, 3 years
SmartTrips Portland Milwaukie Light Rail	Targeted outreach, encouragement and safety information supporting opening of Portland Milwaukie Light Rail.
South Waterfront Greenway Trail Planning and Design	Provides funding for planning and design of the South Waterfront Greenway Trail.
Sullivan's Gulch Trail Connection	Construct a segment of the Sullivan's gulch trail under I-205
SW Safe Network Access	Multimodal Safety improvements identified in Bike Plan
Washington Park Shuttle Buses	Washington Park TMA - Shuttle Buses
W-Burnside / I-405 Crossing	W Burnside and I-405 Crossing Project/Couch On Ramp:

