



**Transportation Project Sponsors**

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

Organization Name: <input type="text" value="Portland Bureau of Transportation and Portland Parks &amp; Recreation"/>	
Contact Person Name: <input type="text" value="Mark Lear"/>	Title: <input type="text" value="Active Transportation"/>
Street Address: <input type="text" value="1120 SW 5th Ave, Suite 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="mark.lear@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	\$1,628,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,628,000	100%
Matching Funds	\$167,195	10.27%
Requested Funds	\$1,460,805	89.73%

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

This project will complete a segment of the regionally significant Red Electric Trail. Portions to be constructed include a segment of walkable/bikeable shoulder on SW Shattuck from Illinois to Fairvale, an off-street path from Shattuck to Fairvale Ct, a path connection on the north side of Cameron, and a Neighborhood Greenway segment on SW Cullen.

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

- Yes       No



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

The Hillsdale segment of the Red Electric Trail is listed as a project in 2012-15 STIP.

**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.

This project compliments that Hillsdale segment of the Red Electric Trail which is a 2012-15 STIP project.

**8. Project Problem Statement–REQUIRED**

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

The Red Electric Trail connects the Fanno Creek Greenway and the Willamette River. It will create one of the only relatively flat pathways through Southwest Portland while avoiding travel for vulnerable roadway users on busy arterials in the area. It provides important connections for several schools, parks, libraries, historic buildings, community centers, and natural areas. It also provides a direct, safe connection for workers or visitors that travel between downtown Portland and points in Washington County.

**9. Transportation Project Location–REQUIRED**

City: <input type="text" value="Portland"/>	County: <input type="text" value="Multnomah"/>
MPO: <input type="text" value="Metro"/>	Special District: <input 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)

SW Shattuck from Illinois to Fairvale, off-street path on Fairvale from Shattuck to Fairvale Ct., SW Cameron from Fairvale Ct to Cullen, SW Cullen from Cameron to end.

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

<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
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# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input 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 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)

This project will construct a walkable/bikeable shoulder in the current location of a ditch on the east side of SW Shattuck from Illinois to Fairvale. It will construct a 12-foot wide asphalt path with 1-foot gravel shoulders on a former rail alignment along SW Fairvale from Shattuck to Fairvale Ct. It will construct traffic calming and sharrows on SW Fairvale Ct. It will construct a short off-street path on the north side of Cameron between Fairvale Ct and Cullen. It will construct speed bumps and install sharrows on SW Cullen to its terminus.

### 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 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>
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	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.

All elements of this project are identified in the Portland Transportation System Plan, Metro Regional Transportation Plan, PP&R Recreational Trails Strategy and PP&R 2020 Vision Plan.

**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

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.

In the adoption of this project in the Portland Transportation System Plan and Metro Regional Transportation Plan it was determined to be consistent with OTP 1.1.4 and OHP Action 1G.1.

## 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?

The purpose of the Red Electric Trail is to build a route at the east end of the Fanno Creek Greenway that could complete the 16-mile-long bike and pedestrian trail between the Tualatin and Willamette Rivers. Throughout the alignment, it provides an alternative to travel on major roadways such as B-H HWY and Barbur. When complete, the Red Electric Trail will create seamless connections between Washington County and downtown Portland. It is the highest trail priority for Southwest Portland neighborhoods outside of downtown Portland.

Red Electric rail alignment in SW Portland was abandoned many years ago. This proposal will improve the corridor for use as a trail. The Fanno Creek Greenway begins at the confluence of Fanno Creek and the Tualatin River in Tigard. It parallels the creek north through Beaverton and unincorporated Washington County threading together libraries, schools, community centers, historic buildings, parks, and natural areas. Trail development along Fanno Creek began in the mid-1970s. Since then the Tualatin Hills Park and Recreation District (THPRD) and the Cities of Tigard and Beaverton have completed over 2/3 of the the 10 mile network outside of Portland.

### **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?

The Red Electric Trail creates an interconnected transportation system that serves a wide spectrum of the region's population. It will be comfortable and safe for walking and bicycle riding by all ages and abilities. It will be an accessible facility with relatively gentle grades through an area that typically presents significant grade. By connecting the Tualatin River in Tigard with the Willamette River in downtown Portland, it creates active transportation options for residents in several communities for commuting, recreation, or other practical transportation.

### **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?

The main objective of the Red Electric trail is to connect the Willamette and Fanno Creek Greenways, implementing a portion of the regional trails plan. It should be developed as a fully accessible, multi-use path to serve diverse users – young to old, disabled and able-bodied, foot and non-motorized wheeled traffic. The route fulfills recreational and transportation needs by linking parks, schools, and commercial destinations. Safety is a top priority, particularly for less experienced users who will benefit by minimizing travel along or across busy streets. Impacts to environmentally sensitive areas and private property have been avoided and/or minimized.

## 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?

The Red Electric Trail provides opportunities for tourism and recreation while creating new links for workers to their jobs. The alignment travels through several scenic areas on a low-stress, safe facility that is inviting for all ages and abilities. Tourists will enjoy the connections between two rivers and through several neighborhoods and cities with great places to visit. It creates a new connection between Washington County and downtown Portland. Downtown Portland is one of the biggest job centers in Oregon. In addition, many Portland residents work in Washington County.

## 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?

This project supports many sustainable goals for the City of Portland outlines in the Climate Action Plan, Portland Plan, Portland Bicycle Plan for 2030, and Portland Pedestrian Master Plan. The Red Electric Trail has been designed to travel through scenic areas while minimizing impacts to sensitive environmental areas. In addition, this project will utilize green stormwater management techniques. In particular the walkable/bikeable shoulder project on SW Shattuck will improve an existing ditch to bring it a higher standard of service for sustainably managing stormwater.

## 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?

The Red Electric Trail stitches together former rail right-of-way with existing, quiet roadways to create a family-friendly connection between the Tualatin River and Willamette River. The segments included in this application will link Alpenrose Dairy & Park, Pendleton City Park, and Hayhurst School. This project will support active transportation options that are central to delivering compact, complete neighborhoods.

## 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 Red Electric Trail enhances and connects numerous unique characteristics between the Tualatin and Willamette Rivers. It creates a safe, intuitive, beautiful corridor that will allow all ages and abilities to walk or bicycle for transportation or recreation.

The segments included in this application will connect Alpenrose Dairy & Park where families can play in fields, on a velodrome, or in a western village. It connects to a neighborhood park and school. It also enhances connectivity to the Southwest Community Center and Gabriel Park.

## 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?

This project will provide safe, comfortable, and intuitive connections through Southwest Portland. Throughout its length, it will provide an off-street path or quiet residential street route that is an alternative to high speed, high volume roadways with a much higher exposure for pedestrian and bicycle crashes.

The route will be designed to provide a safe network that will be shared by pedestrians and bicycle riders. It will also be along an alignment with relatively gentle grades. This will reduce conflict on existing, high-volume roadways while attracting vulnerable roadway users to a much lower risk route.

## 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?

This project provides for a significant improvement in transportation services from a geographical equity perspective. Southwest residents have few options for walking or riding a bicycle on pleasant, safe routes that are not in traffic on busy streets. The area also has a much lower level of service for sidewalk coverage. This project will deliver a high-quality active transportation service in an area that has lacked those options since it was built.

## **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?

This project leverages a series of off-street path and on-street active transportation improvements to create a long route that serves many destinations. The Fanno Creek Trail, the STIP-funded Hillsdale segment of the Red Electric Trail, the Southwest Neighborhood Greenway network, and walkable/bikeable shoulders built by the Sustainable Stormwater Program will be linked together by this pathway.

Portland Parks and Recreation has agreed to maintain the off-street path portions of the Red Electric, the Portland Bureau of Transportation will maintain the on-roadway portions of the route, and the Portland Bureau of Environmental Services will maintain the stormwater management elements.

## 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	\$210,000	
Staff Costs (for Service/Educational Projects)	\$85,000	
Project development and PE	\$141,000	
Environmental Work		
Coordination and Outreach	\$56,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$492,000</b>
Utility Relocation		
Construction	\$1,136,000	
<b>Construction Project Costs Total</b>		<b>\$1,136,000</b>
<b>Total Eligible Project Cost</b>		<b>\$1,628,000</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	\$167,195	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$167,195	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:

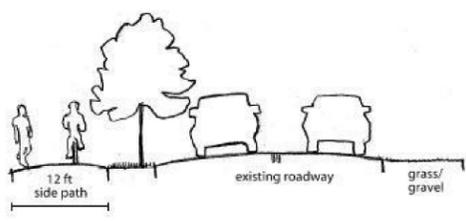
Authorizing Authority Title:

Signature:  Date:

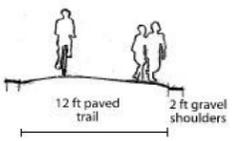
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

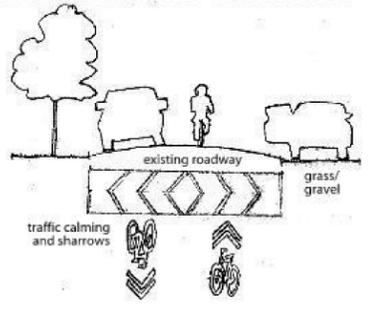
**1. SIDEPATH ON COLLECTOR STREET**



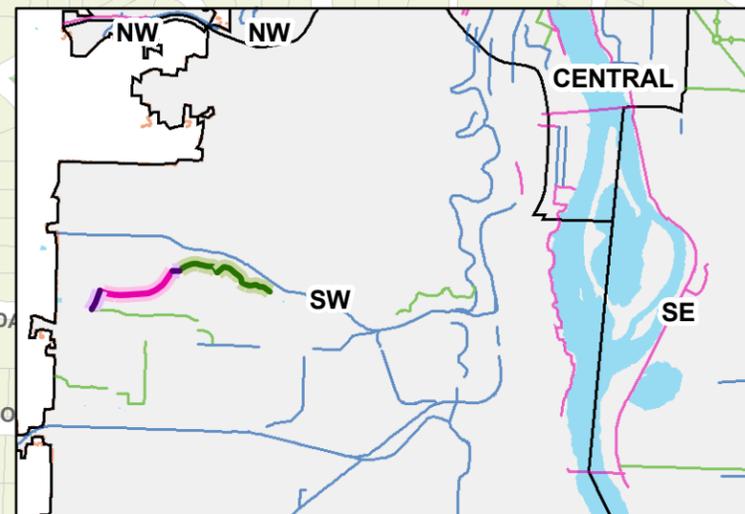
**2. PAVED TRAIL**



**3. NEIGHBORHOOD GREENWAY**



**RED ELECTRIC TRAIL SECTIONS**





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:

