



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name:	City of Portland Bureau of Transportation		
Contact Person Name:	Mark Lear	Title:	Projects / Funding Mgr
Street Address:	1120 SW 5th Ave, suite 800	Phone:	(503) 823-7604
City, State Zip:	Portland, OR 97204		
E-mail:	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	\$2,500,832	
Non-Eligible Costs	\$0	
Total Transportation Project Cost	\$2,500,832	100%
Matching Funds	\$256,835	10.27%
Requested Funds	\$2,243,997	89.73%

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

The SE Foster Road Safety and Sidewalk Enhancement Project will design and construct elements of the Foster Road Transportation and Streetscape Plan (adopted in 2003 and updated in 2013) along SE Foster Road between SE 50th Ave and SE 90th 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 Plan. Improvements will include:

- Pedestrian safety crossing improvements along the corridor
- Bus Stop Improvements. (e.g. seating, shelters, ADA landing pads) at multiple locations along the corridor, to be determined in coordination with TriMet
- Signal synchronization equipment upgrades
- Bike parking, facilities and crossing improvements along SE Foster.

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.

Project 18022: Foster Road Streetscape: SE 50th - SE 84th is in the 2012-2015 STIP. Construction of priority crossing improvements is scheduled to begin in 2014.

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.

Project 18022: Foster Road Streetscape: SE 50th - SE 84th will construct some of the safety improvements identified in the 2003 Foster Road Transportation and Streetscape Plan, and the subsequent High Crash Corridor Study completed by the City of Portland. Additional funding is required to achieve the desired safety improvements along the entire corridor. This proposed project will be Phase 2 of the City's strategy to improve safety for all modes in this corridor.

8. Project Problem Statement–REQUIRED

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

SE Foster Road is a City designated High Crash Corridor. Crossing Foster is a safety challenge and barrier, especially for seniors and children going to nearby schools and transit. Walking along Foster 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. Since 2001, there have been nearly 70 crashes involving pedestrians and bicyclists on Foster, 5 of them resulting in fatalities.

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)

The western terminus of the project area is SE 50th Ave., just east of Powell Blvd (U.S. 26). The eastern terminus is SE 90th Ave., located between SE 82nd Ave. (OR-213) and Interstate 205.

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

<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 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 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 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 crosswalks and add enhanced marked crosswalks and curb extensions to provide safer and more frequent crossing opportunities. The enhanced crossing safety treatments are proposed at non-signalized marked crosswalks. 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.



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The project will also upgrade several existing signals that have out-dated equipment to provide greater safety and compliance. Included will be new signal poles 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.

In both the adopted 2003 Plan and the 2013 updated Plan the Neighborhood and Business Associations identified unique districts and segments of the corridor where they have recommended improvements:

- “Gateway District” – This district is the entry into the neighborhood and has a concentration of businesses and creates a hub of activity. Pedestrian crossing and transit improvements are critical to supporting the neighborhood businesses. In addition to curb extensions and marked crosswalks, street trees, directional signage and stormwater facilities will be constructed to enhance the district. A focal point will be the bus stop median island east of Powell Blvd.
- “Heart of Foster” Business District – Build planned improvements identified in the updated plan from SE 63rd to 67th Avenue including: pedestrian-scale ornamental street lighting, street trees, sidewalk and ADA curb ramp improvements, curb extensions with stormwater management facilities, signal upgrades, pedestrian and bicycle accessible push buttons and pedestrian count down signal heads.
- “Green Link” – Build crossing improvements and signalization upgrades to better connect Firlands Parkway to the north with Mt. Scott Park and the business district at 72nd and Harold St. to the south.
- “Crossroads District” – Build improvements identified in the updated plan from SE 80th to 84th Avenue including: new ADA curb ramps, stormwater management facilities, 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.

The project addresses Practical Design goals in the following ways: it will optimize the highway system by creating safer environment for all modes at a key intersection of Foster Road and Highway 213 (Crossroads District). It responds to the purpose and need identified in the 2003 Plan and the High Crash Corridor Study by addressing critical safety deficiencies. It will make the system better by providing additional infrastructure targeted at safety of vulnerable users. As the area continues to redevelop, demand for safe bicycle and pedestrian infrastructure will increase. This project addresses these changing needs.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
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<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input checked="" 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) - REQUIRED
May 2017	Bid Let Date
July 2017	Construction Contract Award
July 2018	Construction Complete
N/A	Capital Equipment Purchase
July 2018	Operations/Service Begin
N/A	Other Major Milestone:
October 2018	Project Completion/End of Activities funded through this request - REQUIRED

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.

The proposed project will continue implementation of priority safety improvements identified in the 2003 Foster Road Transportation and Streetscape Plan (updated in 2013), and the 2011 High Crash Corridor Study. Both of those projects focused on safety improvements, including enhanced crosswalks and signalization changes, throughout this corridor. Increasing the use of carbon-free transportation modes is a key element of the City of Portland’s Climate Action Plan. In addition, local policies on stormwater management will likely require the inclusion of runoff treatment in the project design.

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.

Consistent with OTP strategy 1.1, this project will more effectively manage the existing transportation system, focusing on safety for vulnerable users, without adding capacity or a new facility. OHP Action 1G.1 is not applicable as it is not a highway project.

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?

Three of the project focus areas on on a City-owned facility. The Crossroads District, located at the intersection of Foster Road and State Route 213 (82nd Ave.) will provide safety benefits for users of the state facility. The project will include pedestrian crossing improvements and signalization upgrades at this location.

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 project will enhance the multimodal network and provide additional travel options by filling in critical links in the ped/bike system across SE Foster Road.

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?

Foster runs through a vibrant mixed use corridor, and is served by a Frequent Service bus line with several transfer points to other bus lines and light rail service. The street is lined with various commercial uses, schools, activity centers such as the YMCA, and open spaces including Laurelwood Park and Firlands Parkway. This project will fill in key gaps in the bike and pedestrian network across Foster, expanding access to and from residential neighborhoods and the transit and commercial services along Foster for both employees and patrons of those businesses. It will expand transportation choices by reducing the need to use a car to access and cross Foster safely.

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 lack of protected crossings on Foster creates a significant barrier between neighborhoods. This project will bring public infrastructure investments that will help catalyze private development and contribute to developing a livable community.

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?

By enhancing the pedestrian and bikeway network along the corridor, the project will encourage the use of active transportation modes. Active transportation (walking and biking) and transit are all sustainable, affordable modes of travel. Increased walking, biking and transit trips will help reduce dependence upon automobile trips and either replace trips taken by automobiles or limit the growth in trips taken by automobiles. This will in turn reduce Vehicle Miles Traveled (VMT), greenhouse gas emissions and air toxics emissions from mobile sources. These reductions will help improve air quality and reduce exposure of air toxics to both the adjacent community and broader Portland region. Reduced VMT also reduces the amount of pollutants from vehicles that is added to stormwater run-off from the roadway. Much of the roadway stormwater run-off in the project area ends up in Johnson Creek and the Willamette River. Thus, reduced VMT helps to reduce degradation of vital fish habitat, including that of listed Endangered Species.

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?

Portions of the corridor are a designated Regional Main Street, and the eastern end of the project area is within the Lents Town Center. Focusing development within centers and corridors is a cornerstone of the Region 2040 Growth Concept. The 2040 plan is a reflection of Oregon's Statewide Planning Goals, which envision compact urban centers served by a complete multimodal transportation system.

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?

Pedestrian and bicycle activity in the project area has been steadily increasing since the adoption of the 2003 Plan, and enhancing the ped/bike network conforms to the existing community setting. Ped/bike safety improvements will have a positive impact on livability as they will enhance connection between residential and retail areas dependent on these connections. It will promote active transportation by encourage residents and visitors to the area to choose walking or bicycling. The final design will introduce stormwater management features and other landscaping features.

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?

Protection of vulnerable road users is a key element of this project. Foster Road is a City-designated High Crash Corridor, with a disproportionate amount of vehicle crashes, pedestrian injuries, and pedestrian deaths, compared to other corridors in the City. 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. Similar improvements along the corridor will increase driver expectation for pedestrian and cyclist presence and improve their responsiveness to stop for pedestrians and cyclists trying to cross.

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?

There are significantly above average concentrations of low income, non-white, low English proficiency, and elderly populations in the project area. 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. This project focuses on improving pedestrian and bicycle crossing safety, improvements to the pedestrian environment and bus stops, and increased accessibility for the elderly and people with disabilities.

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?

The City was awarded \$1.25 million in Regional Flexible Funds to begin construction of priority safety improvements along the corridor. Construction is set to begin in 2014. The Portland Development Commission has contributed an additional \$2 million in local funds to this effort. This proposed project will serve as Phase Two of the City's overall strategy to increase safety along the corridor, and will build upon the investments made by the City and regional partners.

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	\$0	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$513,366	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	\$50,000	
Capital Equipment		
Non-Construction Project Costs Total		\$563,366
Utility Relocation	\$0	
Construction	\$1,937,466	
Construction Project Costs Total		\$1,937,466
Total Eligible Project Cost		\$2,500,832
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	\$0	

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.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Portland Bureau of Transportation	\$256,835	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$256,835	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:

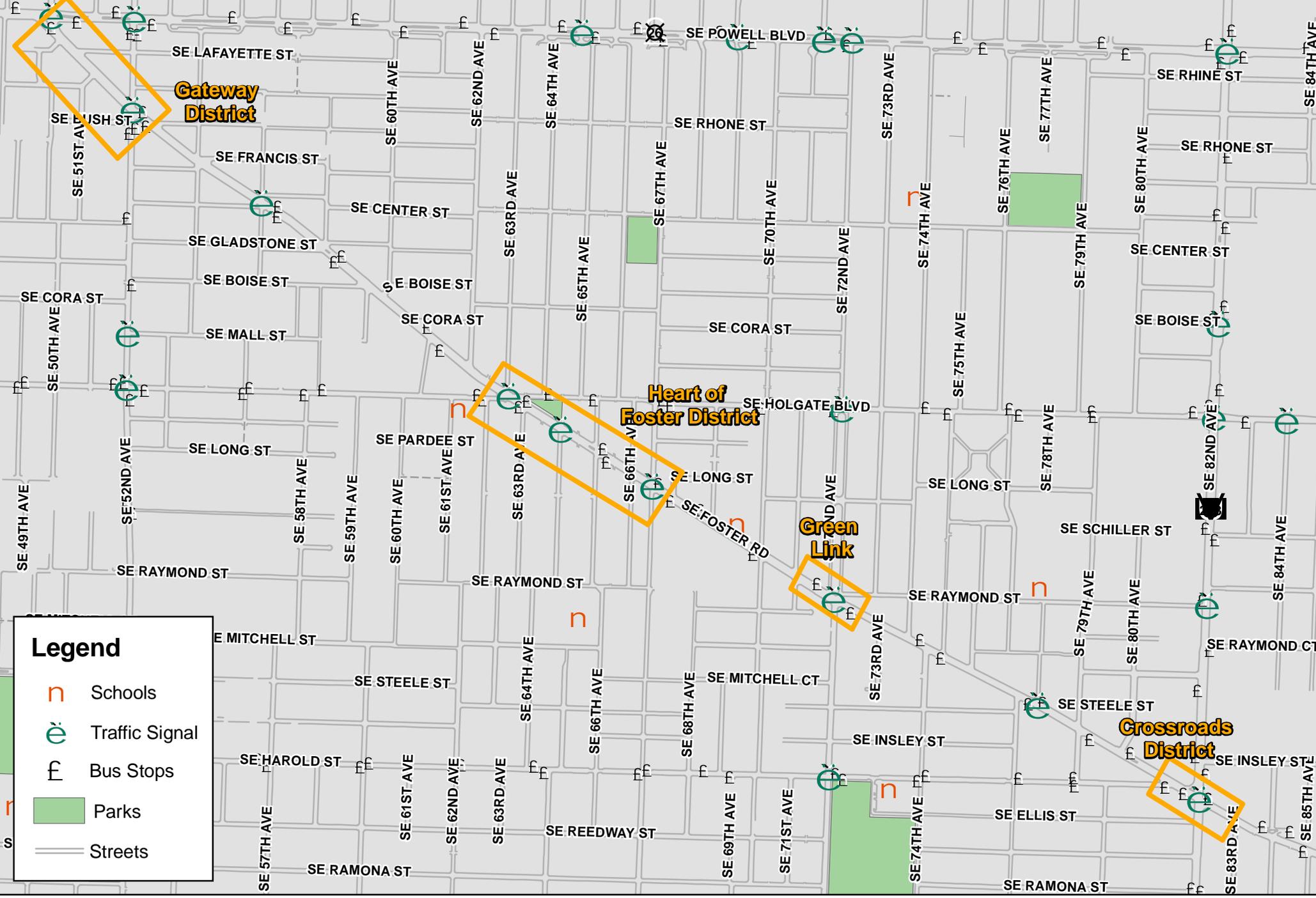
Authorizing Authority Name:

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.

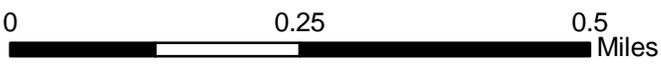
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

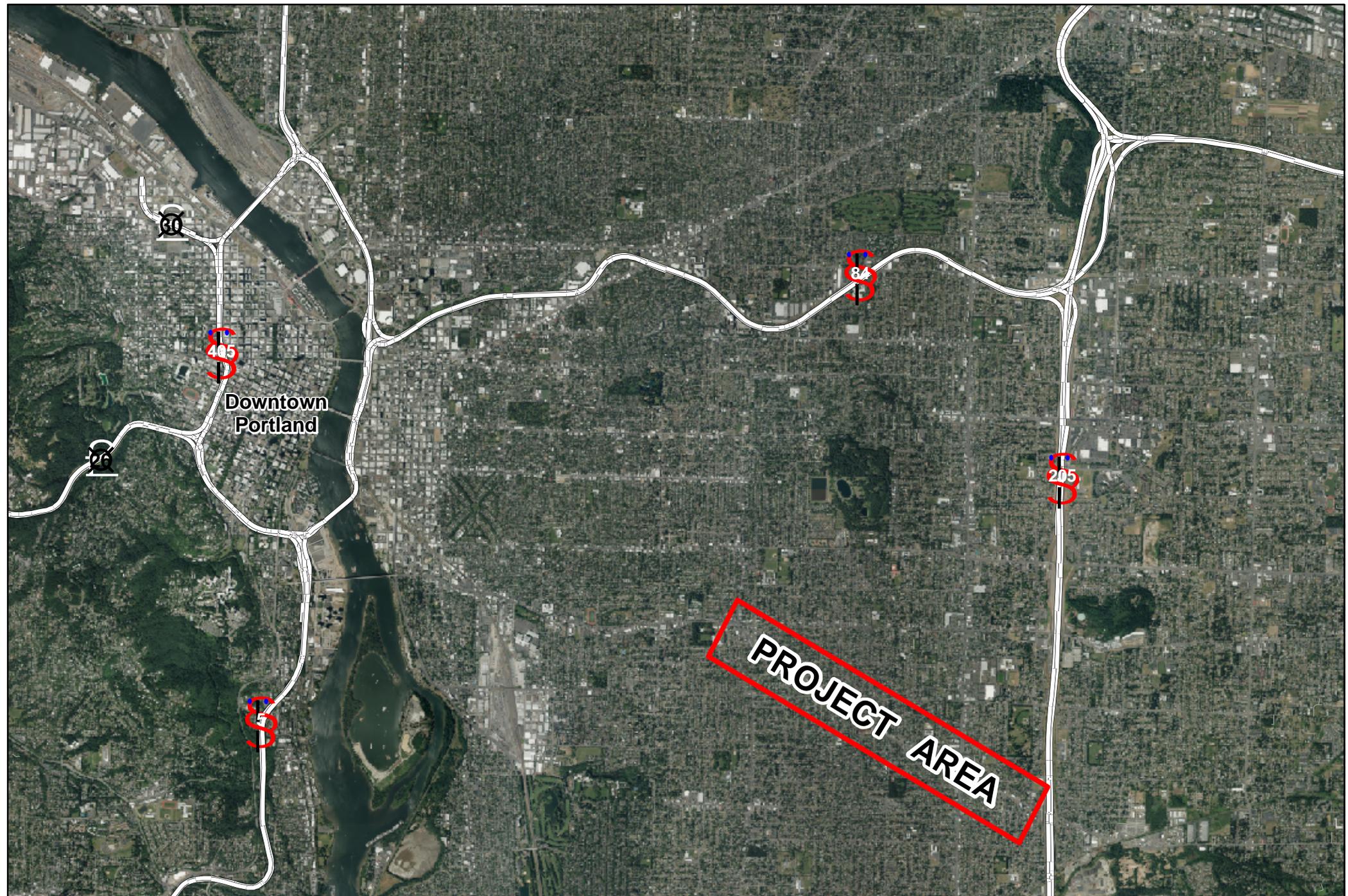


Legend

- Schools
- Traffic Signal
- Bus Stops
- Parks
- Streets

**STIP PROPOSAL:
SE FOSTER ROAD SAFETY AND SIDEWALK ENHANCEMENT PROJECT
PROJECT VICINITY MAP**





**STIP PROPOSAL:
SE FOSTER ROAD SAFETY AND SIDEWALK ENHANCEMENT PROJECT
PROJECT VICINITY MAP**



November 25, 2012

Jeff Flowers
Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

RE: Foster-Powell Neighborhood Association Support for SE Foster Road Safety and Sidewalk Enhancement Project

Dear Mr. Flowers:

Foster Road has been identified by the City of Portland as a "high crash corridor" and is one of the more dangerous streets in the city for pedestrians and bicyclists to navigate through and across. Pedestrian fatalities continue to occur with disturbing regularity.

There is a long-standing community desire to address safety issues on Foster Road. The 2003 *Foster Road Transportation and Streetscape Plan* was created and adopted by Portland City Council to help us do just that. The Streetscape Plan encompasses Foster Road between 50th and 90th Avenues, and contains one of the most dangerous intersections in the corridor, Foster Road and 82nd Avenue.

The City and community are currently in the process of updating the Streetscape Plan to respond to changes in policy and priorities during the past 10 years. In the past couple of years, the community has received \$1.25 million in Regional Flexible Funds and \$2 million from the Lents Urban Renewal Area for implementation of many elements in the Streetscape Plan, but it is not enough to adequately address the safety improvements needed along the length of the Foster Road corridor. We need additional STIP funding through the Enhance program to leverage additional funds and complete the long-awaited, and urgent, pedestrian and bicyclist safety improvements along Foster Road. It would be unfortunate to lose the momentum that has been built behind these improvements.

The Foster-Powell Neighborhood Association strongly advocates for additional STIP funds to address the safety of the many pedestrians, bicyclists, and motorists using Foster Road.

Thank you for your consideration.

Sincerely,

Christian Smith
Chair
Foster-Powell Neighborhood Association

Li Alligood
Co-Chair
Foster-Powell Neighborhood Association



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 82nd 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



November 26, 2012

Oregon Department of Transportation
Region 1
123 NW Flanders Street
Portland, OR 97209

RE: Please consider STIP funding for the Foster Road Safety and Sidewalk Enhancement Project

To Whom It May Concern:

Please consider the City of Portland's Bureau of Transportation request for \$2.5 million in STIP funding for the Foster Road Safety and Sidewalk Enhancement Project. Foster Road is a designated High Crash Safety Corridor—roadways identified as having a higher incidence of fatalities and serious-injury traffic crashes than the citywide average for similar roadways. From 2001 to 2010 there were 1,229 total reported crashes, with seven fatalities. In this past year two pedestrians have been hit by vehicles and one died from injuries sustained.

This funding will provide safety and sidewalk enhancements to improve livability in the three adjacent neighborhoods along the Foster Road Corridor. The 2003 Foster Streetscape Plan and the current refinement plan that is being vetted through a public process indicate the following goals for the street:

- *Streetscape:* Make the street a safe, pleasant, attractive and comfortable place to live, shop and linger.
- *Access:* Provide balanced access to and from Foster to adjacent businesses and residential neighborhoods for all modes.
- *Pedestrian Travel:* Create a safe walking environment for pedestrians on Foster, with enhanced safer crossings and shorter crossing distances.

- *Motor Vehicles:* Create a safe corridor for motor vehicle travel with smooth, consistent traffic movement. Provide adequate on-street parking, access opportunities, and encourage the shared use of off-street parking.
- *Transit:* Improve quality of service on Foster, maintaining and improving access for local and regional trips, including future high capacity transit service.
- *Bicycle Travel:* Create a safe attractive, and comfortable cycling environment on Foster for both local and non-local trips, and provide safe crossings and adequate bicycle parking.
- *Green Infrastructure:* Provide opportunities for additional street tree canopy and stormwater management features on Foster.
- *Equity:* Strive for an equitable distribution of the benefits and burdens of change among the area's diverse communities.

With the support of our neighbors and the City of Portland together with STIP funding we hope to turn these goals for Foster Road into reality.

Sincerely,

Mt. Scott Arleta Land Use, Sustainability & Transportation Committee

Marcel Herman, Transportation Chair

Jonathan Brandt, Sustainability Chair

Nicole Green, Land Use Chair

Erika Palmer, MSA Board Chair

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 24th, 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



City of Portland Grant Applications - STIP Enhance Grant	
Name (Alphabetical)	Description
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:





November 27, 2012

Dear Oregon Department of Transportation,

On behalf of the team at Hacienda CDC (www.haciencacdc.org) developing the Portland Mercado (www.portlandmercado.com) at SE 72nd and SE Foster Ave in the Mt. Scott-Arleta Neighborhood of SE Portland, Oregon, we request that ODOT consider a \$2.5 million funding option for the State Transportation Improvement Program to benefit the SE Foster Road Safety and Sidewalk Enhancement Project.

The SE Foster Road Safety and Sidewalk Enhancement Project will design and construct elements of the Foster Road Transportation and Streetscape Plan (adopted in 2003 and updated in 2013) along SE Foster Road between SE 50th Ave and SE 90th 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 Plan. Improvements will include:

- Pedestrian safety crossing improvements along the corridor
- Bus Stop Improvements. (e.g. seating, shelters, ADA landing pads) at multiple locations along the corridor, to be determined in coordination with TriMet
- Signal synchronization equipment upgrades
- Bike parking, facilities and crossing improvements along SE Foster.

We at the Portland Mercado hope very much for ODOT's consideration for these funds. Safety and livability for the neighborhoods along Foster Road is critical and we strongly believe that solid ODOT support can help to additionally make the neighborhood more impactful for economic development and job creation.

Thank you for your time and consideration! We hope to hear good news from you.

Sincerely,

Ellen Wyoming

Project Manager
Portland Mercado

Alissa Keny-Guyer
STATE Representative
DISTRICT 46



Oregon State House
900 Court St. NE, H-484
Salem, Oregon 97301

November 27, 2012

RE: STIP funding for the SE Foster Road Safety and Sidewalk Enhancement Project

To Whom It May Concern:

Please grant the City of Portland's Bureau of Transportation request for \$2.5 million in STIP funding for the SE Foster Road Safety and Sidewalk Enhancement Project.

SE Foster Road is designated as a City of Portland "High Crash Corridor" due to its long history of pedestrian and road-safety issues. Between 2001-2010, there were 1,229 reported crashes, resulting in seven fatalities. Since 2001, there have been over 70 crashes involving pedestrians and cyclists, resulting in five fatalities.

Crossing Foster is a safety challenge, especially for seniors and children going to nearby schools and for people who access transit. Walking Foster is uninviting, given high traffic volumes and lack of pedestrian-scale lighting and street trees. Improving transportation safety is key to enhancing neighborhood livability and economic vitality along the corridor.

The SE Foster Road Safety and Sidewalk Enhancement Project will design and construct elements of the Foster Road Transportation and Streetscape Plan (adopted in 2003 and updated in 2013) along SE Foster Road between SE 50th Ave and SE 90th 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 Plan.

Improvements will include:

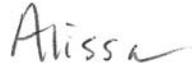
- Pedestrian safety crossing improvements along the corridor
- Bus Stop Improvements (e.g., seating, shelters, ADA landing pads) at multiple locations along the corridor, to be determined in coordination with Tri-Met.
- Signal synchronization equipment upgrades.
- Bike parking, facilities and crossing improvements along SE Foster.

As State Representative for the area that includes SE Foster Road, I urge you to

dedicate STIP funding for road improvements vital to the health and wellness of my district.

If you have any questions or concerns, please call me at (971) 250-1367.

Warm regards,

A handwritten signature in cursive script that reads "Alissa".

Alissa Keny-Guyer
State Representative, House District 46