



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 and Funding
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:

Oregon Department of Transportation Region 1

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Downtown I-405 Pedestrian Safety and Operational Improvements

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

	Project Funds	% of Project Costs
Total Costs	\$2,240,000	
Non-Eligible Costs	\$0	
Total Transportation Project Cost	\$2,240,000	100%
Matching Funds	\$230,048	10.27%
Requested Funds	\$2,009,952	89.73%

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

The primary goal of this project is to enhance pedestrian/bicyclist safety and traffic operations at two intersections where Interstate 405 (I-405) on- and off-ramps cross an important city street with high levels of pedestrian use. The project will facilitate safer and more frequent pedestrian and bicycle crossings on NW Couch St., while creating more efficient I-405 access ramps. The funds will improve pedestrian safety and connectivity by constructing new curb ramps and corners, marked crosswalks, and upgraded traffic signals. In addition, the project will improve freeway ramp efficiency by separating freeway and local traffic, and improve connectivity between adjacent neighborhoods across the freeway.



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:

Access ramps to and from I-405 terminate at Burnside St., one of the primary collector routes for the Central City. NW Couch St., one block north of Burnside, crosses both the on- and off-ramps at grade. This mixing of local and freeway traffic creates inefficiencies to I-405 access. NW Couch St. is the only non-arterial street to cross I-405 within one-quarter mile of the project location. Up to 80 pedestrian crossings occur at this location in the PM peak hour. However, the current ramp intersection design prevents NW Couch St. from operating efficiently and safely as a pedestrian and bicycle connection for the Central City. This project will address this deficiency by providing enhanced pedestrian crossings, separating local traffic from off-ramp traffic, and upgrading traffic signals.

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"/>	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)

Stadium Freeway (I-405) Exit 2A

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)

The project is split between 2 distinct areas: both the I-405 on-ramp (Project Area A) and I-405 off-ramp at Couch St. (Project Area B). Although these improvements could be phased and constructed as separate projects, to maximize the safety and circulation benefits for all users, optimally they would be built concurrently.

Project Area A: NW Couch St./I-405 on-ramp intersection

Currently, a stop sign controls traffic on NW Couch St. as it crosses the I-405 on-ramp (Exhibit B). Freeway-bound traffic merges from 2 lanes to 1 lane south of Couch as motorists approach the pedestrian crossing. Improvements at this location will include (Exhibit C):

- Moving the merge north, past the Couch intersection, by modifying striping
- Improving pedestrian safety and reducing crossing distance by constructing new curb extensions and marked crosswalks on the northeast and northwest corners of the on-ramp/Couch intersection
- Adding pedestrian crossing signage
- Improving visibility by moving the eastbound stop bar forward and modifying screening on the freeway overpass

Project Area B: NW Couch St./NW 16th Ave./I-405 off-ramp intersection

Currently, NW 16th Ave. merges with the I-405 off-ramp at NW Couch St (Exhibit B). A four-phase traffic signal controls this intersection. Improvements at this location will include (Exhibit C):

- Redirecting southbound traffic from NW 16th Ave. to W. Burnside St. by removing the connection from NW 16th to the freeway off-ramp
- Improving off-ramp efficiencies by modifying to a two-phase signal cycle
- Increasing pedestrian crossing opportunities by modifying each signal cycle to include a dedicated pedestrian phase



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

- Enhancing pedestrian safety by installing marked crosswalks
- Upgrading the traffic signal at NW 16th Ave. and W. Burnside St.
- Removing a slip lane, constructing a new corner extension and marked crosswalks at NW 15th Ave. and W. Burnside St.

Practical Design considerations are salient features of this project, as summarized below:

Safety: Safety is a primary aspect of all projects in a dense multimodal area like the Central City. The project will increase ped/bike safety by reducing crossing distances, enhancing marked crosswalks, modifying striping to eliminate merging prior to the intersection, providing a dedicated pedestrian signal phase, improving visibility by modifying screening, and removing a slip lane at Burnside St.

Corridor Context: The project was first identified as part of the Burnside/Couch Alternatives Analysis. This was a corridor-approach to improving traffic on the main east-west corridor through the Central City. Although the one-way couplet envisioned by that process is not currently programmed, improvements at this location will improve both off-ramp and local traffic flow, and greatly enhance the ped/bike connection across the freeway.

Optimize the System: Currently, off-ramp traffic merges with local traffic at NW 15th Ave. and Couch St. (Exhibit B). There is a 4-phase traffic signal at this location. This creates the potential for queuing on the ramp and onto the main line. This project will provide more efficient operations by separating local and freeway traffic, upgrading to a 2-phase signal at Couch, and upgrading the signal at Burnside to current standards.

Public Support: The project has undergone extensive outreach, beginning with the Burnside/Couch Alternatives Analysis in 2006 and culminating with the Pearl District Access and Circulation Plan in 2012. It has the support of adjacent neighborhood associations, modal advocacy groups, and Portland City Council.

Efficient Cost: A key goal of this project is to provide a comfortable ped/bike crossing of I-405. In NW Portland, the nearest crossing on a non-arterial street is Johnson St., just under 0.5 mi. away. A proposed ped/bike-only bridge at Flanders St has been proposed, but is expected to cost up to \$8 million. This project will provide a substantially similar benefit for much lower cost.

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 checked="" type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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
June 2018	Bid Let Date
September 2018	Construction Contract Award
January 2020	Construction Complete
N/A	Capital Equipment Purchase
N/A	Operations/Service Begin
N/A	Other Major Milestone:
March 2020	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 complement the West Burnside and Pearl District Circulation Improvements Project, a 100% locally funded project to be constructed in 2013. That project will add traffic signals at three key intersections on Couch St. three blocks east of this proposal, and introduce left turns from Burnside, facilitating access to the Pearl District and downtown Portland.

The proposed project was identified on pages 38-39 of the Pearl District Access and Circulation Plan, adopted unanimously by Portland City Council on June 13, 2012 (Link: <http://www.portlandoregon.gov/transportation/article/410811>). In addition, the project area is identified as a Pedestrian District in the Portland Transportation System Plan. Pedestrian Districts are intended to give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned.

Completion of the proposed project improves the last remaining significant barrier for pedestrians along the Couch St. corridor.

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.

This project more effectively manages the existing system and increases operational efficiencies without adding capacity or a new facility. The operational capacity of the off-ramp will be enhanced with a minor improvement to the existing system, consistent with Strategy 1.1.4. The existing system will be protected through improved access management. Efficiency will be improved by separating local and freeway traffic and upgrading traffic signals, consistent with Strategy 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 proposed reconfiguration will simplify the intersection at the end of the Couch/Burnside off-ramp, resulting in more efficient operations through reduced congestion, queuing, and idling time for both local and freeway traffic. It will extend a critical link in the ped/bike network of the Central City, contributing to a more seamless multimodal transportation system.

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 a critical link in the ped/bike system across I-405 in Portland's Central City. It will expedite travel by reducing queuing and idling time at the off-ramp by simplifying the intersection configuration.

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?

I-405 creates a significant barrier between Central City neighborhoods. The proposed project will facilitate non-auto travel in the area by enhancing the bicycle and pedestrian infrastructure on Couch St.

The Cathedral School (K-8) is located adjacent to the project area (Exhibit A). This project will enhance safety and access to the school, and reduce cut-through traffic on Couch St. Couch Park is located a few blocks away on NW Glisan St. This project will provide a non-arterial ped/bike option for park users. Jeld-Wen Field, a 20,000-seat stadium that hosts concerts, college football and Major League Soccer games, is located on SW 18th Ave. and Burnside. Parking is limited at the stadium; as a result there is a high level of pedestrian activity in the area before and after events.

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?

I-405 creates a significant barrier between Central City neighborhoods. The proposed project will facilitate non-auto travel in the area by enhancing the bicycle and pedestrian infrastructure on Couch St.

The Cathedral School (K-8) is located adjacent to the project area (Exhibit A). This project will enhance safety and access to the school, and reduce cut-through traffic on Couch St. Couch Park is located a few blocks away on NW Glisan St. This project will provide a non-arterial ped/bike option for park users. Jeld-Wen Field, a 20,000-seat stadium that hosts concerts, college football and Major League Soccer games, is located on 18th and Burnside. Parking is limited at the stadium, and as a result there is a high level of pedestrian activity in the area before and after events.

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 completing a critical gap in the ped/bike network over the freeway, the project will encourage active transportation within and through the Central City. 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 require the inclusion of runoff treatment in the project design. The median proposed on Couch between 15th Ave. and 16th Ave. (Exhibit C) is a likely candidate for a swale or other water quality feature.

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?

Continued development of the Central City as the employment, residential, and cultural/entertainment hub of the Portland metropolitan area 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?

There are high levels of pedestrian and bicycle activity in the project area, and enhancing the ped/bike network conforms to the existing community setting. Improvements to these intersections will have a positive impact on livability as they will enhance a key bicycle and pedestrian connection between two growing residential and retail areas dependent on these connections. It will promote active transportation by encouraging residents and visitors to the area to choose walking or bicycling. Reducing congestion and idling time at the intersection could have a positive influence on local air quality. The final design will introduce stormwater management 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. Pedestrians and bicyclists crossing I-405 on Couch St traverse the on-and off-ramps at grade. The project will increase safety by reducing crossing distances, enhancing marked crosswalks, improving visibility, moving the merge away from the intersection, and providing enhanced signalization. As pedestrian and bicycle volumes are expected to increase at this location concurrent with continued development in the Central City, this project is a top safety priority.

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?

Northwest Portland and the Pearl District are among the densest residential areas in the state. Within the Central City, bicycling and walking make a disproportionately higher percentage of overall mode split compared to other parts of the City. Investing in enhancements to the ped/bike network will greatly benefit this segment of the population in a cost-effective manner. In addition, investing in the ped/bike network will have a positive impact on transportation costs for Central City households. By reducing the need for car ownership and associated costs (particularly parking costs, which are high in this district), the project will benefit economically disadvantaged populations by increasing non-auto mobility and transportation choices.

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 proposed project will complement the West Burnside and Pearl District Circulation Improvements Project, a 100% locally funded project to be constructed in 2013. That project will add traffic signals at three key intersections on Couch St. three blocks from this location, and introduce left turns from Burnside, facilitating access to the Pearl District and downtown Portland.

Ped/bike facilities have proven to be among the most cost-effective infrastructure investments in terms of safety benefits and attracting new users to the system. This project will leverage the ongoing investment in Portland's ped/bike network by enhancing a key connection between densely populated Central City neighborhoods.

In addition, the Bureau of Transportation may be able to leverage funds via a proposed ODOT Region 1 safety project at this location.



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	\$285,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$600,000	
Environmental Work	\$40,000	
Coordination and Outreach	\$15,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$940,000
Utility Relocation	\$0	
Construction	\$1,300,000	
Construction Project Costs Total		\$1,300,000
Total Eligible Project Cost		\$2,240,000
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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Portland Bureau of Transportation	\$230,048	10%
Co-Sponsor	ODOT Region 1	\$0	0%
Participant			0%
Participant			0%
Total		\$230,048	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:

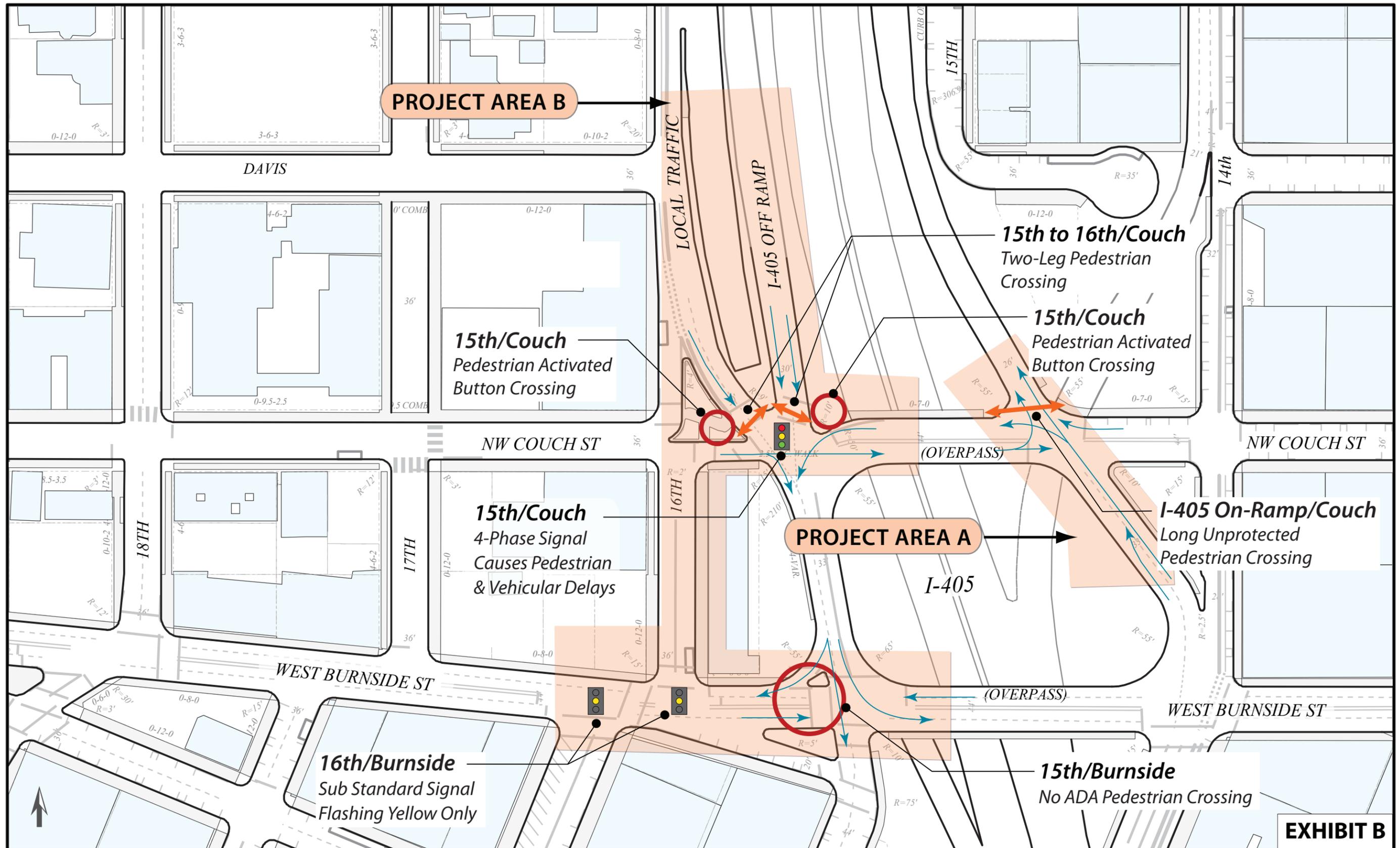
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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



STIP PROJECT PROPOSAL
 DOWNTOWN I-405 PEDESTRIAN SAFETY AND OPERATIONAL IMPROVEMENTS
PROJECT AREA VICINITY MAP





STIP PROJECT PROPOSAL
 DOWNTOWN I-405 PEDESTRIAN SAFETY AND OPERATIONAL IMPROVEMENTS
 EXISTING OPERATIONS MAP



LEGEND

-  Sidewalk/ADA Ramp Rebuild
-  Landscaping/Planter
-  Existing Traffic Signal
-  New Traffic Signal

PROJECT AREA B

PROJECT AREA A

16th/Couch
 Improve Vehicular Operations by Redirecting City Traffic from I-405 Off Ramp to 16th & Burnside

16th/Couch
 Add Curb Extension to Prevent Neighborhood Cut-Through Traffic

16th/Burnside
 Add New Signals and ADA Compliant Pedestrian Crossing

15th to 16th/Couch
 Improve Bike/Pedestrian Facilities by Closing Vehicular Access and Removing Two-Leg Crossing at 15th

15th/Couch
 Improve Motor Vehicular Operations and Decrease Bike/Pedestrian Wait Time by Modifying Existing 4-Phase Signal to 2-Phase Signal

I-405 On-Ramp/Couch
 New Curb Extension with Marked ADA Pedestrian Crosswalk

14th/Burnside
 New Radius to Narrow Road for Traffic Calming

15th/Burnside
 New Radius and ADA Compliant Pedestrian Crossing

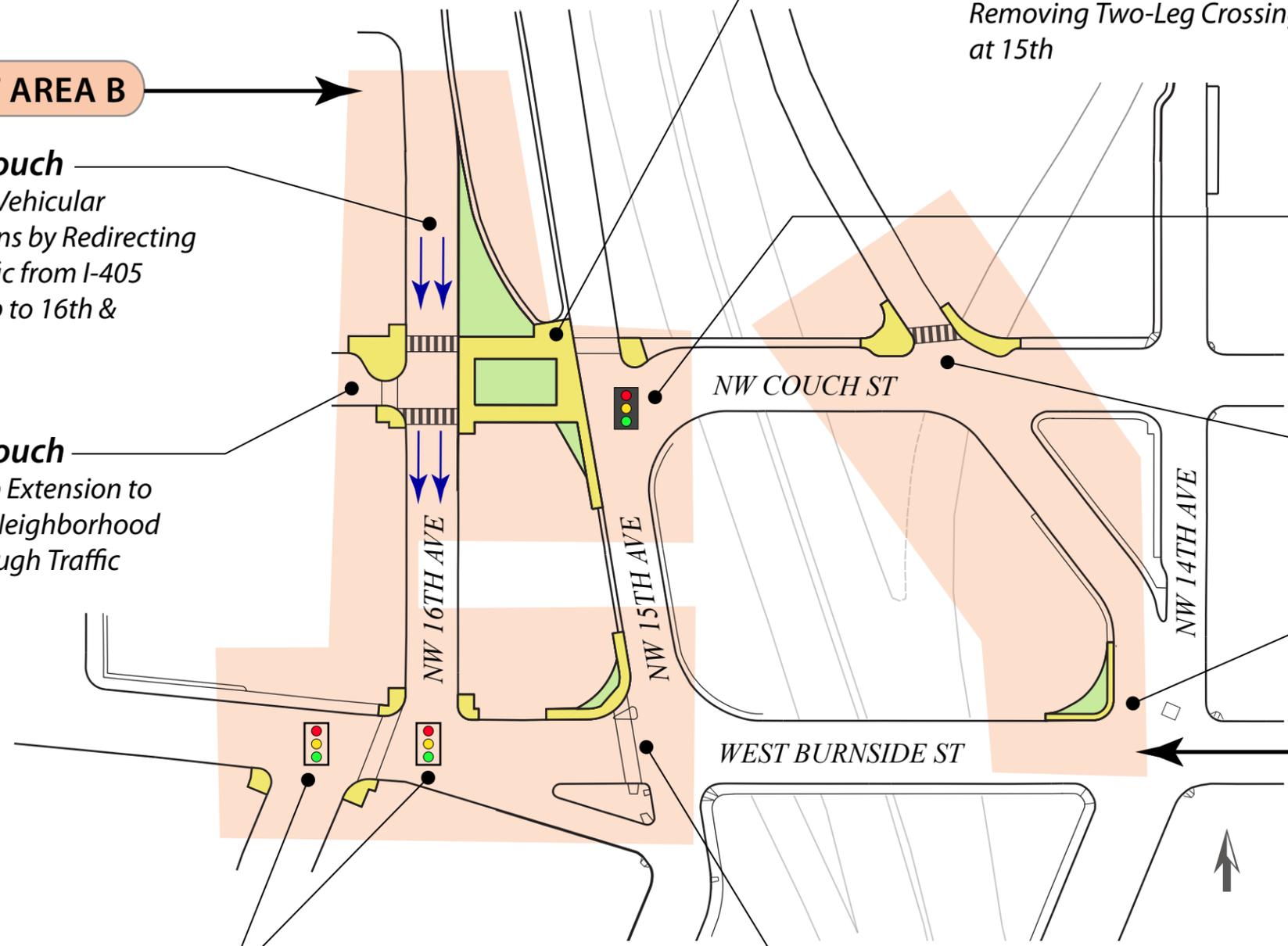


EXHIBIT C





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



Northwest District Association

2012-2013

President
Ron Walters

1st Vice President
Phil Selinger

2nd Vice President
Juliet Hyams

Secretary
Mary Ann Pastene

Treasurer
Steve Pinger

Board Members
Mark Bell
Tavo Cruz
Don Genasci
Josh Olsen
Kathy Sharp
Gail Shibley
Caroline Skinner
Bill Welch
Wayne Wirta

November 21, 2012

Oregon Department of Transportation Enhancement Program
Jeffrey Flowers, Region 1 Program and Funding Manager
123 NW Flanders Street
Portland, OR 97209

Subject: NWDA Support for Downtown I-405 Pedestrian Safety and Operational Improvements

Dear Members of the Region 1 2015-2018 STIP Selection Committee:

The Northwest District Association is one of the State's mostly densely developed neighborhoods that is very much oriented to getting around on transit, foot and bicycle. The neighborhood is characterized by residents of all ages and incomes, with many reliant on mobility devices such as wheelchairs. The Northwest District is surrounded by employment, shopping and service destinations that extend our "20-minute neighborhood" to downtown Portland, the Pearl and Old Town. NW Couch Street is a very desirable route between these communities.

The Downtown I-405 Pedestrian Safety and Operational Improvements Project will address one of four top transportation improvement priorities identified by the Northwest District Association and a portion of a second. This project addresses a crucial safety concern that endangers the lives of pedestrians and cyclists every day. The NWDA thus strongly urges the funding of the Oregon Department of Transportation's and the City of Portland's request for \$2.24 million to implement this project which will enhance pedestrian and bicycle safety and traffic operations at two intersections where I-405 on- and off-ramps cross an important city street with high levels of pedestrian use.

We applaud the partnership between the City of Portland and ODOT addressing these interrelated pedestrian safety and multi-modal operational improvements NW Couch Street, while creating more efficient access to I-405 from West Burnside Street. This will be accomplished with new curb ramps and corners, marked crosswalks, and upgraded traffic signals. The project will improve freeway ramp efficiency by separating freeway and local traffic and improving connectivity between adjacent neighborhoods across the freeway. Safety for pedestrians, cyclists and motorists is the paramount concern that will be addressed by this project.

Thank you for the opportunity to support a critical multi-modal project. Please let us know if there are any questions at 503-224-5122.

Sincerely,

Philip R. Selinger
Transportation Committee Chair

C: Andrew Johnson, ODOT

Mauricio LeClerc, PBOT

The Northwest District Association is a 501(C)3 tax-exempt organization.

2257 NW Raleigh St. Portland, OR 97210 • 503-823-4288 contact@northwestdistrictassociation.org • northwestdistrictassociation.org

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

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:

