



## Transportation Project Sponsors

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

Organization Name: <input style="width: 90%;" type="text" value="City of Portland"/>	
Contact Person Name: <input style="width: 80%;" type="text" value="Todd Lofgren"/>	Title: <input style="width: 80%;" type="text" value="Prop. and Bus. Dev. Mngr."/>
Street Address: <input style="width: 80%;" type="text" value="1120 SW Fifth Ave., Suite 1302"/>	Phone: <input style="width: 80%;" type="text" value="(503) 823-5229"/>
City, State Zip: <input style="width: 90%;" type="text" value="Portland, Or 97204"/>	
E-mail: <input style="width: 90%;" type="text" value="Todd.Lofgren@PortlandOregon.gov"/>	

### 2. Co-Sponsor(s)

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

Washington Park Alliance (WPA) member organizations: Metro, Oregon Zoo, Portland Parks & Rec

## 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	\$3,118,237	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,118,237	100%
Matching Funds	\$320,243	10.27%
Requested Funds	\$2,797,994	89.73%

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

This project enhances multimodal strategies and related efficiencies in parking utilization for visitors to Washington Park, which contains the region’s leading visitor attractions. The funding request includes purchase of an alternative-fuel shuttle fleet that will circulate on an enhanced route between Goose Hollow MAX stops, the Zoo MAX station, remote parking lots and key park locations. The visibility and appeal of this system will be enhanced by the provision of passenger shelters, while sidewalk improvements will increase pedestrian connectivity. Parking revenues from pay stations will provide operating dollars and fund further improvements centered at the South Entry to Washington Park, primarily accessed from Highway 26.



# 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:

At peak times when the main parking lots at the South Entry, accessible via Highway 26, are full, patrons wait for access to the main lots while others circle looking for available spaces. The problem is optimizing Washington Park visitor usage of the limited Washington Park parking supply and increasing reliance on alternative modes of transportation to and within the park, while reducing greenhouse gas emissions. 400 underutilized spots are located in areas at the north end of the park, but lack consistent, identifiable transit service to the venues at the south end of the park. An enhanced shuttle system utilizing alternative-fuel buses and high-visibility shelters is needed to connect the remote lots, WPA venues, and MAX stations.

### 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)

Washington Park

### 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 checked="" 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 checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

### 11. Project Description–REQUIRED

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

This project will build upon on active Transportation Demand Management (TDM) efforts by WPA venues to promote a multimodal package of improvements centered at the south end of Washington Park.

Proposed improvements include:

- Purchase of three Compressed Natural Gas (CNG) shuttle buses to move visitors among WPA venues within and throughout Washington Park and to remote parking areas, while reducing greenhouse gas emissions. Total Cost: \$1,350,000

- Five all-weather shuttle bus shelters with adjacent walkways, curbing, stormwater management systems anticipated to be located at the following: South Entrance parking lot; Hoyt Arboretum; Japanese Garden/Rose Garden; Children’s Playground; and the SW Park Place park entrance. Total Cost: \$1,768,237.

The shuttle will also stop at the North Lot (between the Main Lot and Hoyt Arboretum), the archery range, and the Goose Hollow MAX station. Attached is an updated map with paved walkways and preliminary shuttle stop locations. Bus shelters will be connected to pedestrian walkways, major attractions and parking infrastructure within the park.

Shuttle service would operate a base service between 8am and 6pm, on peak days with a minimum of 30-minute headways reducing to 15-minute headways during peak times. The loop between the remote lots and the Goose Hollow MAX station would have seven stops and require three shuttle buses. Operating costs have been calculated assuming a base cost of \$75/operating hour and



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

reduced to account for reduced service during off-peak times and the off-season. Operating costs to be borne by the WPA are thus estimated to be \$300,000 per year.

Implementation of these transportation improvements will address projected future conditions and will supplement other actions of the WPA to encourage use of alternative modes, maintain a significant carpool ratio and reduce overall vehicle miles traveled (VMT) as WPA patronage increases in proportion to regional population growth. Directing drivers efficiently to appropriate parking, first to the South Entry Parking lots immediately adjacent to WPA venues and then to remote lots near the Sylvan Exit to the west, will reduce backups at the south entry, vehicle idling and needless circling in search of parking spaces in already-full lots. The provision of a comprehensive Washington Park shuttle service will increase the utilization of parking areas away from the main lots. Directional signage, shelters, and connections to MAX stations will reassure visitors that parking at a distance from venues is more convenient and safer than idling and circling to find parking in already-full lots. Reinforcing the pedestrian network that provides access to WPA venues also will promote safer and healthier movement among WPA parking lots, transit stops and venues, particularly important since children make up a significant portion of the visitors to WPA venues.

Funding for on-going operations of these TDM strategies will come from paid parking in approximately 1,400 parking spaces in Washington Park and fares for the off-site shuttle service. Charging market rates for WPA parking also will encourage carpooling and use of other alternative modes, especially MAX for both employees and visitors to Washington Park.

Project phasing is intended to be integrated with repair, maintenance and landscaping of the South Entry parking lots and existing park roadway system as well as new capital improvements such as the proposed South Entry Upgrade and new stormwater improvements, as detailed in the Washington Park Transportation and Parking Management Agreement. This agreement establishes management priorities and funding commitments for the WPA venues. Other implementing actions include the installation of pay stations, establishment of a Transportation Parking and Access Management Association (TPMA), redesign of the South Entry and savings towards future structured parking.

### 12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input 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
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# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

<input checked="" type="checkbox"/> Capital Equipment Purchases	<input checked="" type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other
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## 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>
2016	Bid Let Date
2016	Construction Contract Award
2016	Construction Complete
2016	Capital Equipment Purchase
2016	Operations/Service Begin
2013	Other Major Milestone: Pay Station Installation, begin paid parking.
2016	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.

The proposals in this multimodal parking management strategy are consistent with area pedestrian, bicycle, transit and transportation system plans as well as the Portland Comprehensive Plan as demonstrated by Conditional Land Use approvals associated with the amendment of The Oregon Zoo’s Conditional Use Master Plan (LU 11-179602) and Conditional Use approval of the West Lot of Washington Park (LU 12-140861). The Washington Park Transportation and Parking Management Agreement further lays out a comprehensive Washington Park Transportation Demand Management Plan to be implemented by the WPA and has been approved by the METRO Council (Resolution 12-4384) and is expected to be approved by the Portland City Council November 28, 2012. Further, maintaining the signature venues in Washington Park is consistent with the City of Portland and METRO region's economic development, open space and recreation plans.

**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 proposal is consistent with OTP Strategy 1.1.4 and OHP Action 1G.1 as it will aid in managing the existing transportation system more effectively and via minor improvements will improve the efficiency of existing transportation facilities. In particular, increasing the efficient use of Washington Park parking will reduce congestion on Highway 26. The shuttle service will augment the provision of transit between Goose Hollow, Washington Park and the Sylvan and Zoo Exits of Highway 26.

### **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?

A seamless multimodal transportation system for Washington Park visitor will aid visitors entering the park from Highway 26. When parking lots at the south entrance of Washington Park are nearly full, visitors would be diverted to the remote parking areas at the Sylvan Exit where the enhanced shuttle system would move them between the Washington Park venues. The enhanced shuttle service will allow visitors to reach the south end of the park by taking the shuttle from underutilized parking at the north end of the park. The shuttle will also increase visitor use of transit from the west end of downtown via the Goose Hollow MAX stop.

### **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?

In anticipation of additional growth in all modes of travel, a low-floor, alternative-fuel shuttle fleet will circulate between Goose Hollow neighborhood MAX stops and the Zoo MAX station, remote parking lots and key park locations. This will allow more efficient use of currently underutilized Washington Park parking areas. The visibility and appeal of this system will be enhanced by the provision of passenger shelters and sidewalk improvements to increase pedestrian connectivity to and between the WPA venues, MAX stations and parking lots at the south end of the park.

### **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 enhancements to the Washington Park shuttle system would improve connections between downtown MAX stops, locations throughout the park, and the MAX stop and parking lots adjacent to Highway 26. Increased pedestrian connectivity between venues, the Zoo and Goose Hollow MAX stations, bike parking, automobile parking and shuttle stops would increase safety and access for students at the Opal School (at the Children's Museum) as well as patrons to the WPA venues and visitors to the park.

### **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?

As the state's leading tourist destination, The Oregon Zoo in partnership with the other WPA venues seek to transport visitors efficiently into the park, and provide transportation alternatives for moving within the park. Surveys indicate that many zoo visitors also visit another WPA destination during their stay, supporting the need for greater use and accessibility of an alternative-fuel shuttle service and an improved pedestrian system. Visitor growth will parallel population growth in the region, thus, creating additional peak traffic days. An integrated program that combines signage and a highly accessible shuttle circulation system will avoid queues that deter use of WPA venues and the park in general.

## 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?

Establishing shuttle shelters will improve the visibility and appeal of the shuttle system to patrons, increasing its usage as an alternative to using personal automobiles to move throughout the park. The proposed enhancements to the shuttle service would replace existing diesel school buses with alternative-fuel buses, reducing greenhouse gas (GHG) emissions and VMT. Design and installation of transit stops will be environmentally sensitive in terms of materials and environmental context.

## 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?

### **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 proposed improvements will contribute to efficient use of regionally significant open space in and around Washington Park. WPA venues themselves are significant tourist destinations and primarily are clustered at the south end of Washington Park around the Washington Park/Oregon Zoo MAX station. These venues provide a variety of recreational, educational, and cultural benefits.

### **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?

The proposed improvements will encourage more efficient use of existing transportation infrastructure, potentially increasing safety near the Zoo Exit on Highway 26, identified as a Safety Priority Index System area by ODOT. Additionally, improvements to shuttle service, stop visibility and transportation connections will increase pedestrian safety, particularly given the high number of children and visitors with disabilities.

## 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?

The Oregon Zoo and other WPA venues draw visitors from all over the region, state and beyond. For all Oregon and out-of-state families with children, these institutions are a top draw. The high carpool rate reflects this group patronage, but also signals difficulties for those families without convenient access to the transit options. For these families, providing an efficient, safe system for getting visitors from Highway 26 to available parking is critical to maintaining access for all to these world-class venues.

## 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 funding of the improvements contained in this grant proposal would leverage the proposed WPA parking revenues for multimodal improvements that increase efficient use of the Highway 26 and reduce greenhouse gases while increasing pedestrian access to and between WPA venues and MAX stations. The establishment and operation of a TPMA to oversee these improvements will provide for secure ongoing funding for the operation and maintenance of the transportation elements in the Washington Park Transportation and Parking Management Agreement as well as physical improvements to the parking lots and landscaping that will foreground environmentally conscious stormwater management. Over time, these integrated investments will shift the focus of the south entry to Washington Park from an automobile oriented landscape to one that highlights the aesthetic and environmental resources of the area, while favoring alternative modes of transportation.

## 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	\$477,438	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$267,167	
Environmental Work	\$0	
Coordination and Outreach	\$7,500	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$1,350,000	
<b>Non-Construction Project Costs Total</b>		<b>\$2,102,105</b>
Utility Relocation	\$0	
Construction	\$1,016,132	
<b>Construction Project Costs Total</b>		<b>\$1,016,132</b>
<b>Total Eligible Project Cost</b>		<b>\$3,118,237</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.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Portland	\$320,243	10%
Co-Sponsor	Washington Park Alliance (WPA)	\$0	0%
Participant			0%
Participant			0%
<b>Total</b>		\$320,243	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.

Washington Park Alliance (WPA) member organizations:  
 Metro, Oregon Zoo  
 Portland Parks & Recreation  
 World Forestry Center  
 Japanese Garden Society of Oregon  
 Hoyt Arboretum Friends Foundation  
 Portland Children’s Museum



## 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.



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

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:

